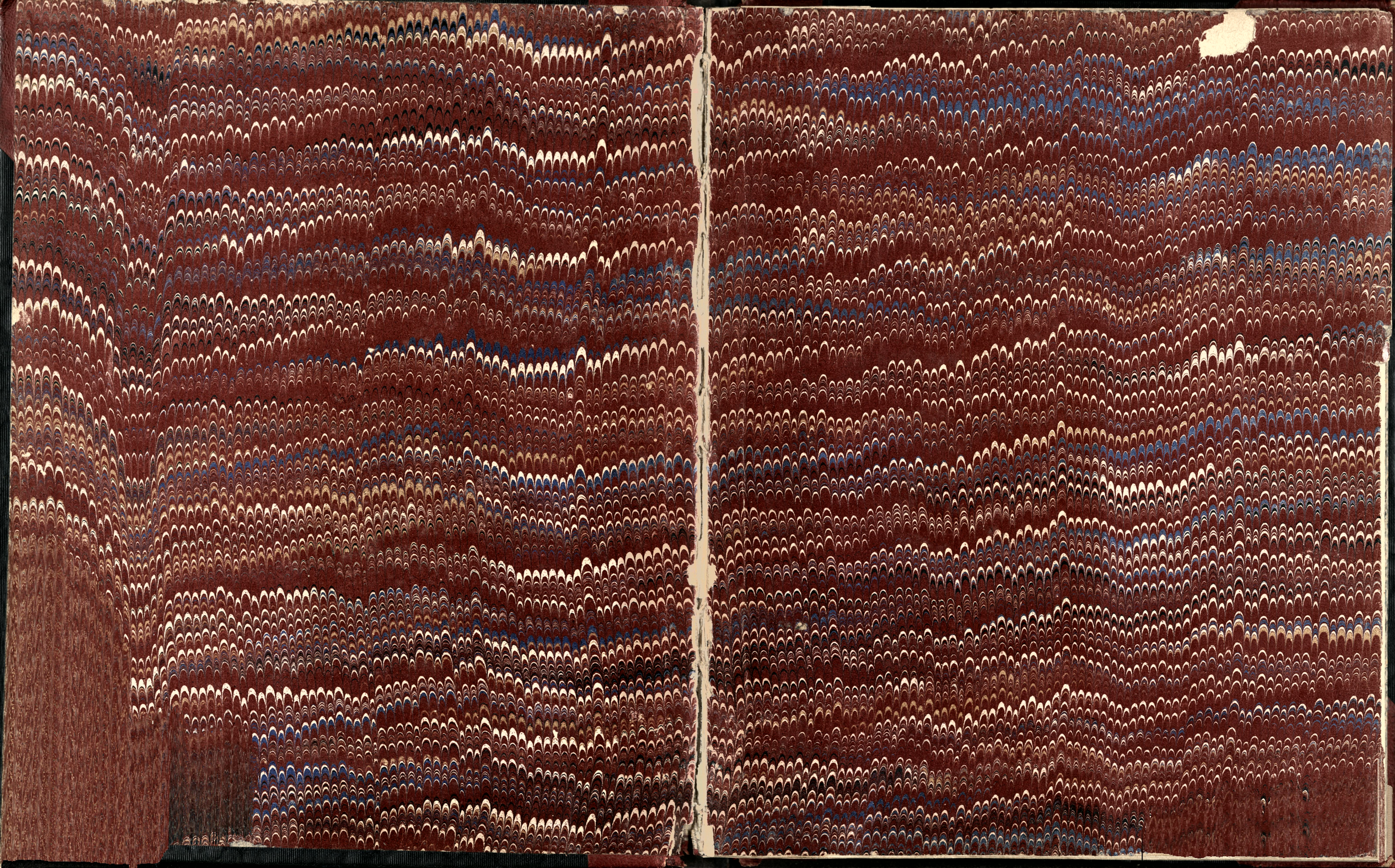




Spanker. Luff 31 feet - Foot 47 feet -

Main G. d. 80^{ft} - 4ⁱⁿ between Sheave Holes

" L. & Sail	74 ^{ft} 4 ⁱⁿ	"	"	"	"
" U. "	63 ^{ft} 2 ⁱⁿ	"	"	"	"
" Top G.	55 ^{ft} 8 ⁱⁿ	"	"	"	"
" Mizzen	40 ^{ft} 8 ⁱⁿ	"	"	"	"

Z. Allen

"Benj. F. Poter" arrived.

Dorchester Mar 16th 1895

Mar 16th all on board paid up to Mar 17th

Lumber Sold £10.

Sun 17th 9880 on day
101 at noon

$$\begin{array}{r} 8=15=19=27-47 \quad 7=30=40 \\ 9 \quad 6- \quad 10 \quad 12 \quad 5 \quad 5-5- \\ 19=36=36- \end{array}$$

$$\begin{array}{r} 8=6=14=27=57 \\ 19-36-35 \quad 21-65- \quad 0 \quad 8 \quad 2 \quad 5 \quad 8 \\ 68=43 \quad 0 \quad 3 \quad 0 \quad 6 \quad 8 \\ 11=30-21 \quad 118=35-9 \quad 7 \quad 0 \quad 8 \quad 2 \quad 4 \\ 71 \quad 6 \quad 0 \quad 2 \end{array}$$

$$\begin{array}{r} 165 \\ 7-30 \\ 6- \\ 172-35- \\ 22 \\ 31=20 \quad 9, 74376 \end{array}$$

$$172-13$$

weather fine wind very light. ENE
light rain this morning. lightning
last night. & some distant thunder

$$21=10=01$$

$$\begin{array}{r} 5-19 \\ 21=15=20 \\ 2-3 \end{array}$$

$$\begin{array}{r} 21=17=23 \\ 68=43 \end{array}$$

$$\begin{array}{r} 89=48 \\ 89-8 \end{array}$$

$$\begin{array}{r} 40 \\ 21=15 \end{array}$$

$$\begin{array}{r} 21=55 \\ \text{Long } 172-13E \end{array}$$

5.53

77=on day
Mon 18 189890-at noon

$$\begin{array}{r} 7=47=21-19=35-18=54-20 \\ 9-7 \quad 10 \quad 5-58 \end{array}$$

$$\begin{array}{r} 7=38=14=19=45-19-00=18 \\ 19-00-18 \quad 21-68 \quad 0 \quad 3 \quad 2 \quad 7 \quad 3 \\ 68=53 \quad 0 \quad 3 \quad 0 \quad 1 \quad 9 \end{array}$$

$$\begin{array}{r} 11-22, 04 \quad 110=36 \quad 9, 75533 \\ 165 \quad 55=18 \quad 9, 76448 \\ 5=30 \quad 19=45 \quad 19, 58273 \end{array}$$

$$\begin{array}{r} 170=31 \quad 35=33 \quad 9, 79136 \\ 14 \end{array}$$

$$170-17 \quad \text{Light air & hot all through}$$

$$\begin{array}{r} \text{Long } 170=17 \\ \text{Sun 19}^{\circ} \quad 73 \text{ at noon} \end{array}$$

$$\begin{array}{r} 8=10=3=23=8 \quad 19=10=24 \\ 9=8 \quad 10 \quad 19=16=26 \end{array}$$

$$\begin{array}{r} 8-00=55-23=18 \quad 0 \quad 3 \quad 2 \quad 7 \quad 3 \\ 19-16-28 \quad 21-58 \quad 0 \quad 2 \quad 9 \quad 7 \quad 0 \\ 69=03 \end{array}$$

$$\begin{array}{r} 11-15=33 \quad 114=19 \quad 9, 73435- \\ 9, 74587 \\ 57=09 \quad 9, 54265- \end{array}$$

$$\begin{array}{r} 165 \quad 45 \quad 23-18 \quad 9, 77132 \\ 3=45 \quad 33=51 \end{array}$$

$$\begin{array}{r} 168-33 \\ 168 \quad 31 \end{array}$$

Fine weather light breeze all
through. Cool - did not sleep
was waked this morning

$$\begin{array}{r} 20=59=33 \quad 558 \\ 5=21 \end{array}$$

$$\begin{array}{r} 21=04=54 \\ 2-21 \end{array}$$

$$\begin{array}{r} 21=07=15 \end{array}$$

$$\begin{array}{r} 89=48 \\ 88=55- \end{array}$$

$$\begin{array}{r} 21=53 \\ 21=55 \end{array}$$

$$\begin{array}{r} 21=58 \\ \text{Long } 170=17 \end{array}$$

$$\begin{array}{r} 20=48=44 \quad 16-4 \\ 5=32 \end{array}$$

$$\begin{array}{r} 20=54=16 \\ 2-26 \end{array}$$

$$\begin{array}{r} 20=56=42 \end{array}$$

$$\begin{array}{r} 89=48 \\ 88=42 \end{array}$$

$$\begin{array}{r} 1-06 \\ 20=54 \end{array}$$

$$\begin{array}{r} 22=00 \\ \text{Long } 168=31 \end{array}$$

30

Wed 20

41 on leg
58 at noon

20=37:34 (6-6)
5-32

8=17=12=22=55 7-9:36
9-10 10 7-15-42

8-08=02=23=05

19-15-42 21-59 03278

11=7=40 69=13 02922

165=45 114=17 9.73455

10 57=08 9.74812

166=55 23=05 19.54467

21 34=03 9.77233

Time weather. Light Breeze
then 24 hours 23-on leg
Shore 21. 36-at noon

9=30=26=37=45 8-15=31
9=12 10 8-21=38

9-21-14=37:55

20-21=38 21-34 03152

11-00-24 69=26 02860

165=6 128=55 9.63478

17 64=27 9.65003

164=49 37=55 19.34493

26=32 9.67246

Light. Light-air & hot.

(2)

20=43=06

3.31

20=46=37

89=48

88=36

1-12

20=43

21=55

21=59

Long 166=34

Ex Elg. through air

(17)

20=26=316

5-42

20=31=45

2-15

20=34=00

89=48

88=48

1-00

20=32

21=32

Long 164=496

Fri 22

81 on leg
89

7=25=54
6-11

20=14=11 (6=11)
5-52 30

8=46=16=26=25

9-13 10

8=37=03=26=35

19=32=1 21-43

10=54=58 69=36

117=54

150=30

163=44

163=32

32=22

9.75060

Weather same as yesterday only

lighter air

Sat 23

20
25 at noon

8=57=19=27=50

9-15 10

8=48=04=28=00

19=38=29 21-45

10=50=25 69=49

119=34

150=30

162=36

162=30

31=47

9.74148

Same as yesterday only lighter & hotter.

7=32=16

6-13

7=38=29

03207

02752

9.70180

9.72157

9.48296

9.74148

20=2-40
6-2

20=08-2

2-33

20=10=35

89=48

88=11

1=37

20=08

21=45

Long 162=30

31

Sun 24

11. at noon

7-44-56

6-13

$$9-14-34=30-39$$

$$9-17 \quad 10$$

$$9-05=17-30-49$$

$$19-51-9 \quad 21-42$$

$$10-45=52 \quad 70=02$$

$$150 \quad 122=33$$

$$11=15 \quad 67=16$$

$$161-28 \quad 30-49$$

$$13 \quad 30=27$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

$$161-15$$

Right-ans & Culm

84 m long

5 at noon

8-46=15=22-42

9-18 10

8-36=57=22-52

19-16-19 21-48

10-39=22 70=15

114=55

57=27

22=52

34=35

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

159-50

$$19=49-28 \quad 6=13$$

$$19-55=28$$

$$19-58=05$$

$$89=48$$

$$88-1$$

$$1-47$$

$$19-55$$

$$21-42$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

$$161=15E$$

Sun 26

$$8-45=04-20-55$$

$$9-20 \quad 10$$

$$8-35=44-21-05$$

$$19-8-49 \quad 21-42$$

$$10-33=05 \quad 70=27$$

$$150 \quad 113=14$$

$$158=15 \quad 56=37$$

$$158-16 \quad 21-5$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

$$158-16 \quad 35=32$$

51 m long
61 at noon

$$19-23=26 \quad 6=17$$

$$19-29=43$$

$$19-32=39$$

$$89=48$$

$$87-36$$

$$2=12$$

$$19=30$$

$$21-42$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

$$158-05 \text{ E.}$$

Light Light

Wed 27

$$9-26=15=28-24$$

$$9-21 \quad 10$$

$$9-16=54-28=34$$

$$19-42-3 \quad 21-42$$

$$10-25=09 \quad 70=41$$

$$150 \quad 120=57$$

$$150 \quad 60=28$$

$$150 \quad 28=34$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

$$150 \quad 31=54$$

44 m long
75 at noon

$$19-9=55 \quad 6=16$$

$$19-16=09$$

$$19-19=10$$

$$89=48$$

$$87-22$$

$$2=26$$

$$19=16$$

$$21=42$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

$$155=43$$

Wind NNE & Bitter breeze than we have had before for a month. Slightly & some rain

$$\begin{array}{r} 1 \\ 81 \\ 31 \\ 24 \\ \hline 93 \end{array}$$

32nd Nov 28

36 on Lay
60 at noon

18-56=6 6-16
6-22

9=9=29=22-52 7-11=48
9-23 10 6-16

9-00=06=23=02 7-18=04
19-18-4 21-46 08 2 1 2

10=17=58 70=54 02 4 5 9

150 115=42 9.72 60 2

4=15- 67-57 9.75 66 0

154-29 23-02 19.53 93 3

154-2 34=49 9.76 9 6 6

Squally & rain wind light day 154-29

Fri 29

48 on Lay
83 at noon

18-41=59 6-15-
6-19

10-3=55=33=19 7-57=32
9-25 10 6-15-

9-54=30=33=29 8-03=47

20=3-47 22=04 032 04

10-09=17 71=09 023 94

126=42 9.65 1 80

150 62=21 9.6 9 7 2 1

2=15- 33-29 19.40 5 9 9

152-19 29=52 9.70 2 9 9

157-39

Strong southerly breeze &
Squally with some rain

18-48=18 2-56
18-51=14
89=48 86=32
3-16 18=48
at 22=04
day 157=39

Sat 30 July

31 on Lay

54 at noon

18-27-33 6-19

6-18
32

9=19=24=20-10 7-00-48 23

9-26 10 6-13

9-09=58=20-20 7-07-01

19-7-1 21=57 032 68

9=57=03 71=23 023 84

135-15 113=40 9.73 8 0 5-

149-16 56=50 9.77 4 3 9

148=53 20-20 19.56 7 8 6

36-30 9.78 3 4 3

Light - mostly of the rain heavy squall at
8 PM. Lost Top Sail & Top Gallant Sail
Heavy lightning & lots of rain
Sun 31. 22 33

11=05-15=42=39 8-38=46

9-28 10 6-10

10-55=47=42=49 8-44=56

20-44=56 21-43 031 97

9=49=09 71=39 022 66

135-15 186=11 9.57 2 0 1

147-17 68-05- 9.63 0 2 6

147-05 42-49 19.25 6 9 0

25=16 9.62 8 4 5-

18=12=49 6 21

18=19=10 2-11

18-21=21

89=48 86=25

3-23 18=19

at 21=42
day 147=6-

33 Aug 1

38 on day
58 at noon

17=57-47 (6=)

$$9 = 44 = 12 = 22 = 02$$

$$9 = 34 = 43 = 22 = 12$$

$$19 = 16 = 15 = 20 = 42$$

$$9 - 41 = 32 \quad 71 = 52$$

$$135 - 15 = 120$$

$$145 = 23$$

$$145 = 02$$

$$144 = 51$$

$$114 = 46$$

$$57 = 23$$

$$22 = 12$$

$$35 = 11$$

$$7 = 10$$

$$7 = 16 = 15$$

$$9 = 59 = 55 = 24 = 26$$

$$6 = 55$$

$$9 = 53 = 00 = 24 = 36$$

$$19 = 26 = 49$$

$$9 = 33 = 49$$

$$135 = 15$$

$$143 = 27$$

$$143 = 06$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

$$117 = 23$$

$$58 = 41$$

$$24 = 36$$

$$34 = 05$$

$$7 = 20 = 46$$

$$7 = 26 = 49$$

$$02913$$

$$02171$$

34 Aug 5

13 on Log
46 at noon

16-54-46 5-47
6-35

10-00-36-20-01
 6-56 10 7-3-22 (33)
 9-53-40-20-11
 19-9-9 19-48 7-9-09
 9-15-29 72-55 0 2647
 112-54 9,74246
 135-3-45 56-27 9,77199
 3-7 20-11 2
 138-52 36-16 19,56052
 33 9,78026
 138-19

17-01-21
 3-32
 17-04-53
 89-48
 87-10
 2-38
 17-01

Lat 19-39
Long 138-19

Heavy Squalls from the Southwest with rain, first part calm

Aug 6

20 on Log
28 at noon

16-38-19 5-43
6-33

11-55-40-44-50
 6-56 10 8-50-14
 8-55-5-7 5-43
 11-48-44-45-00
 20-55-57 19-52 0 2665-
 9-07-13 73-13 0 1890
 138-05 9,55367
 136-1-45 69-02 9,60988
 3 45-00 2
 24-02 9,60450
 136-48 11

16-44-52
 2-25-
 16-47-17
 89-48
 86-41
 3-7
 16-45

Lat 19-52
Long 136-37E

First part: Squally with rain & very heavy sea from the west. P.M. Lost in S.P. Gullnet Sails & upper Mizzen. Log sail blowing hard, & raining hard all night

Aug 7

68 on Log
84 at noon

16-21-36 5-35
6-33 34

10-8-44-18-55
 6-56 10 6-59-4
 5-35 (16)
 10-01-48-19-05 7-04-39
 19-4-39 20-00 0 2701
 9-2-51 73-28 0 1834
 112-23 9,74455
 135-30 56-16 9,78130
 13 19-05 19,57120
 135-43 37-11 9,78560
 135-27

16-28-09
 3-38
 16-31-47
 89-48
 86-13
 3-35
 16-28
 Lat 20-03

Squally Calm & light. Long 135-27E
Entirely wind lulled part 5-28

Aug 8

29 on Log
40 at noon

16-4-36 5-28
6-44

10-53-49-28-11
 6-56 7-39-22
 5-28
 10-46-53-28-21
 19-44-50 20-03 0 2716
 8-57-57 73-45 0 1771
 122-09 9,68766
 134-15 61-04 9,73278
 134-29 28-21 19,46230
 12 32-43 9,73115
 134-17

16-11-20
 3-44
 16-15-04
 89-48
 85-56
 3-52
 16-11
 Lat 20-03

Light air & Squally, with heavy

Long 134-17E
Rain shows

37
 31
 30
 28
 27
 107

35 Aug 9 =

$$10-27-14=20=46$$

93 on long
7 at noon
7-8-20

$$15-47-22 \quad 5-20$$

$$\begin{array}{r} 10-20=17-20=56 \\ 19-13=20 \quad 19=58 \\ 8-53-03 \quad 74=12 \\ 120 \\ 13=16 \\ 133-16 \\ 16 \\ 133-00 \end{array}$$

$$\begin{array}{r} 15-43=51 \\ 3-44 \\ 15-47=35 \\ 89=48 \\ 85-84 \\ 4-1-11 \\ 15-44 \end{array}$$

133 weather same as last
Two Months. Light. Calm. Squally rain
& wind. aft.

63 on long
74 at noon

Aug 10 =

$$\begin{array}{r} 11-26-56=33-36 \\ 6=57 \quad 10 \\ 11=19-59=33-46 \\ 20-8-11 \quad 20-32 \\ 8=48=12 \quad 74=20 \\ 128=38 \\ 12-3 \quad 64=19 \\ 132-3 \quad 33=46 \\ 11 \quad 30=33 \end{array}$$

$$\begin{array}{r} 8-3-1 \\ 5-10 \\ 8-8-11 \\ 02851 \\ 01644 \\ 9.68689 \\ 9.70611 \\ 9.38795 \\ 9.69397 \end{array}$$

$$15-29-51 \quad 15-40$$

$$\begin{array}{r} 6-40 \\ 15=36=31 \\ 3-35 \\ 15-40=06 \\ 89=48 \\ 84-47 \\ 5-01 \\ 15-38 \\ 15-20=38 \end{array}$$

Light-Light-Light

long 131-52

Aug 11

$$\begin{array}{r} 11-8=49=28-28 \\ 6-57 \quad 10 \\ 11-01-52=28-38 \\ 19=46-4 \quad 21-03 \\ 8-44=12 \quad 74-37 \\ 120-3 \quad 124=18 \\ 131-03 \quad 62-09 \\ 15- \quad 28-38 \\ 130=48 \quad 33=31 \end{array}$$

30 on long
48 at noon
7-41-2
5-2
7-464

$$15-12-06 \quad 5-02$$

$$\begin{array}{r} 15-18=46 \\ 3-50 \\ 15-22=36 \\ 89=48 \\ 83-54 \\ 5-54 \\ 15=19 \\ 21=13 \end{array}$$

wind NE & Light

Aug 12

$$\begin{array}{r} 11=37-23=34-22 \\ 6-57 \quad 10 \\ 11-30=26-34=32 \\ 20-11-24 \quad 21-58 \\ 8-40=58 \quad 74=56 \\ 120-14 \quad 65=43 \\ 10-14 \quad 34-32 \\ 130-14 \quad 31-11 \\ 130-00 \end{array}$$

11 on long
25 at noon
8-6-32
4-52
8-11-27

$$14=54=6$$

$$\begin{array}{r} 6-50 \\ 15=00=56 \\ 3-23 \\ 15-04=21 \\ 89=48 \\ 82-50 \\ 6-58 \\ 15=01 \\ 21=59 \end{array}$$

Aug 13

$$\begin{array}{r} 10-40=23=20=42 \\ 6-58 \quad 10 \\ 10=33=26=20=52 \\ 19-12-7 \quad 22-20 \\ 8-38-44 \quad 75=13 \\ 120 \quad 178=25 \\ 9=30 \quad 59=12 \\ 11 \quad 20=52 \\ 129-41 \quad 38=20 \end{array}$$

56 on long
66 at noon
7-74-28
7-12-09

$$14=35=52$$

$$\begin{array}{r} 6-50 \\ 14=42=42 \\ 2-56 \\ 14-46=38 \\ 89=48 \\ 82-50 \\ 14=43 \\ 22=31 \end{array}$$

$$129=41$$

36 Aug-14

8-15-58
4-30

14-17-24 14-30
7-11

11-50-03-36 23
6-58 10 8-20-26
11-43-05-36 33
20-20-25 22 20 03386
8-37-20 75-32 01399
134-25 7,58828
120 67-12 9,70139
9-15- 36-23 19,34353
30-39 9,67176

129-20 Light & calm

Aug 15- 29 at noon

11-9-3-25-50 7-30-20
6-58 10 4-26
7-34-40

11-2-05-26-00 03597
19-34-40 23-00 01341
8-32-35 75-50 01341
124-50 9,66562

120 62-259 77353
8-9 26-40 9,48853
128-9 36-25 9,74426

127-44 55- 78 at noon

Aug 16 7-30-56
11-16-12-26-02 4-7
6-58 10 7-35-03

11-09-14-26-12 04387
19-35-3 25-11 01281
8-25-49 76-09 9,64545

120 63-46 9,78510
6-15 26-12 19,48674
126-27 37-34 9,74337

126-10

126-10

126-10

14-24-24 3-14
14-27-38

89-48 81-52
7-56
14-24
122-20

Long 129-20

13-58-42 4-19
7-11

14-05-42 4-3
14-09-45

89-48 80-37
14-66

127-44-Ext

13-39-47 4-7
6-53

13-46-40 4-8
13-50-48

89-48 78-2
11-46
13-47

125-332

125-332

125-332

125-332

125-332

Aug-17

86 on lay
24-at noon

13-20-39 3-54
6-58 36

11-08-07-22-58 7-17-12
6-58 10 3-54 (33)

11-01-09-23-08 7-21-06
19-21-6 27-11 05083
8-19-57 76-28 01223

126-47 9,65130
63-23 9,81032
28-08 9,52468
40-15-19,52468

120 4-45- 14
124-57 33
124-26

Perish breeze SSW fine weather

Heavy SW swell

Aug 18 76 on lay
10 at noon 13-01-17 3-43
6-50

11-33-30-29-21 7-49-37
19-49-37 29-56 06218
8-16-07 76-48 01163

136-05-9,57295
120 68-02 9,79589
4-2 29-21 19,44265

124-2 38-41 9,72132

123-56

Strong SSW wind & heavy

Sea,

29-56

29-56

29-56

13-27-32 4-8

13-31-40

89-48 75-39
14-09 13-28

13-27-37 26

27-11

13-43

13-08-07 4-13

13-12-20

89-48 72-27

17-21 13-08

13-30-29 33

29-56

29-56

29-56

29-56

29-56

37 Aug 19

$$11-38=55-28-23$$

$$11-31-57-28-23$$

$$19-46-40-32-20$$

$$8-14=43-77-07$$

$$120-3=30$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$123-41$$

$$7-43=12$$

$$3-28$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$7-46=40$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

$$12-41=44-13-2$$

Aug 21

$$11-47=02=29-51$$

$$11-40=03=30-01$$

$$19-5-5=4$$

$$8-15=01$$

$$120-2=45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

$$123-45$$

68 mka

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

$$7-52=4$$

12-02-02 3-37

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

$$12-02-02$$

Culm Culm Thunder & Lightning
Thunder & Lightning night
Day Day & night

Aug 22

$$12=101=25-32=44$$

$$6-5-9=10$$

$$11-5-4=26=32-5-4$$

$$20-9-36=33-14$$

$$8-15=10$$

$$120-2=45$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$123-47$$

$$8-6-51$$

$$2-45$$

$$11-41=58$$

$$7-13$$

$$11-49=06$$

$$4-20$$

38 Aug 23

10=55-20-18-28
6-59 10
2-28

10=48-21-18-38
19-1-38 34-25
7-01-38

8-13=17 78-27
131=30 9461354

120
3=15
4 65=45 986495-
18-38 1957094

123=194
47=07 978547

Light southerly & SE, early
wind & fine weather

Aug 24 20 miles
29 at noon

11=42-21-27-45 7:45-51
6-59 10 2-13

11=35-22-27-55 7:48-04
19-48-4 35=55 09168

8-12=42 78=47 00838

120
3-10 142=379 83688

123-10 71=189 83688
27-55 1944282
43=23 972141

Fine weather light air
& Calm

39 at noon
56 at noon

6=59-10
2-28

7-01-38

0835-7
00888

9461354

957094

978547

20 miles
29 at noon

7:45-51
2-13

7:48-04

09168

00838

83688

83688

83688

83688

83688

83688

11-21-24 (2-28)

7-20

11-28=54
4-26

1133=20

89=48
66-35

23-13
11=29

1134=42

123-15

11=1-4 (2-13)

7-20

11-08=24
4-26

11=12=50

89=48
64-50

24=58
11=08

123-10

123-10

123-10

123-10

Aug 25

11=101=42-19=16
7-00 10
1-57

10-54-42-19-26
19-6-52 36-44

8-12-10 79-08
135=18 958008

120
3-2 67=39 9587255

123-12 48-13 1955663
6 977831

122=56

Light air & fine, made

Shantung Prom. at 8. A.M. bearing

NW SE Prom. WNW dist: 18

Miles at noon

Aug 26 31-11 miles
53-11 miles

11=43=16-27-20
7-00 10
7:48-19

11=36=16-27-30
19-48-19 37-11 09870

8-12-03 79-29 00736
144=10 948803

120
3-1 72-03 984630
123-28 27-30 1944039
3-29 44=38 972019

62-on log

77 at noon

7=4-53-10-40=23
1-57 7-24

8-6-52
09614

00786

9587255

1955663

977831

122=56

Light air & fine, made

Shantung Prom. at 8. A.M. bearing

NW SE Prom. WNW dist: 18

Miles at noon

Aug 26 31-11 miles
53-11 miles

11=43=16-27-20
7-00 10
7:48-19

11=36=16-27-30
19-48-19 37-11 09870

8-12-03 79-29 00736
144=10 948803

62-on log

77 at noon

7=4-53-10-40=23
1-57 7-24

8-6-52
09614

00786

9587255

1955663

977831

122=56

Light air & fine, made

Shantung Prom. at 8. A.M. bearing

NW SE Prom. WNW dist: 18

Miles at noon

Aug 26 31-11 miles
53-11 miles

11=43=16-27-20
7-00 10
7:48-19

11=36=16-27-30
19-48-19 37-11 09870

8-12-03 79-29 00736
144=10 948803

1-58

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

(6)

39

Aug 27 9 on Lay 9-58-32 (1-24)
 11-36-13-25-55 13 at noon 7-34
 10 7-39-56
 11-29-13-26-06 7-41-20
 19-41-20 37-24 09995-
 8-12-07 19-50 00687
 143-19 9-49806
 71-39 9-85374
 120 26-05-19-46062
 3-2 45-34 9-73031
 5- 122-57

Light Light

Shanties Promk Bearing
 Wk S. 2. P. on. Locked ship

Aug 28

11-36-32-25-43 7-40-50
 7-41-56
 10 11-28-32-26-53
 19-41-56 37-36 10 112
 8-13-24 80-11 00641
 143-40 9-49385-
 120 71-50 9-85657
 3-15 25-53 19-45795
 6 45-57 9-72897
 123-21

Calm Calm & Hel-

10-06-06

4-14

10-10-20

89-48

62-28

27-20

10-06

Lat-37-26

19122-59

1-6

9-37-23

7-34

9-44-57

3-56

9-48-53

89-48

61-5-7

27-8-1

9-45

Lat-37-36

Aug 29 36 on Lay at noon 9-16-04 (48)
 7-42 39

10-57-03-17-52

7-2-2

48

7-1

10

7-2-50

10-50-02-18-02

19-02-50

37-40

10 15-1

8-12-48

80-31

005-98

120 3-12

136-13

9-57-169

123-12

68-06

9-88-468

18-2

5-0-04

19-56-386

9-78-193

Light & Calm

Aug 30

74-

94 at noon

11-16-53-22-05

7-24-36

7-1

9

7-25-06

11-09-52-22-14

19-28-6

38-02

10 367

8-15-14

80-53

005-52

141-09

9-5-2207

70-34

22-14

9-87-334

120 3-45

48-20

19-50-460

123-49

48

9-75-230

123-24

25

123-24

9-23-46

4-38

9-28-34

89-48

61-30

28-18

9-24

Lat-37-42

Long 12-8-12E

30

8-54-36

7-42

9-02-18

4-38

9-6-56

89-48

60-42

29-6

9-02

Lat-38-08

6

Aug 31

$$7 = 32 = 57$$

$$7 = 33 = 09$$

$$11 = 34 = 39 = 23 = 27$$

$$7 = 1$$

$$10$$

$$11 = 27 = 38 = 23 = 37$$

$$19 = 33 = 9 \quad 38 = 17 \quad 105 = 15$$

$$8 = 05 = 31 \quad 81 = 15 \quad 005 = 18$$

$$143 = 09 \quad 9449998$$

$$120 = 15 \quad 71 = 349 \quad 87073$$

$$1 = 15$$

$$23 = 37 \quad 948102$$

$$121 = 23 \quad 47 = 57 \quad 974051$$

$$121 = 39$$

15 on Lay

Sept 1.

$$8 = 27 = 82$$

$$12 = 32 = 24 = 33 = 348 = 27 = 23$$

$$7 = 1$$

$$10$$

$$12 = 25 = 21 = 33 = 44$$

$$20 = 27 = 23 \quad 38 = 34 \quad 10686$$

$$8 = 2 = 22 \quad 81 = 37 \quad 00467$$

$$163 = 559 \quad 35873$$

$$120 = 31 \quad 76 = 579 \quad 83554$$

$$22$$

$$33 = 44 \quad 1930080$$

$$120 = 9 \quad 43 = 13 \quad 965040$$

$$120 = 13$$

90. on Lay

19 at - noon

$$8 = 33 = 10 \quad 1/2$$

$$7 = 24$$

$$8 = 40 = 24$$

$$4 = 38$$

$$8 = 45 = 02$$

$$89 = 48$$

$$60 = 10$$

$$29 = 38$$

$$8 = 40$$

$$138 = 18$$

$$19$$

$$8 = 11 = 16$$

$$7 = 31$$

$$8 = 18 = 44$$

$$3 = 45$$

$$8 = 22 = 32$$

$$89 = 48$$

$$39 = 28$$

$$30 = 20$$

$$8 = 19$$

$$138 = 39$$

$$120 = 09$$

Sept 2

$$11 = 17 = 35 = 17 = 52$$

$$11 = 10 = 33 = 18 = 01$$

$$19 = 6 = 16 \quad 38 = 32$$

$$7 = 55 = 43 \quad 81 = 38$$

$$105 = 128 = 31$$

$$105 = 128 = 31$$

$$12 = 45 \quad 59 = 15$$

$$11 = 18 = 01$$

$$118 = 56 \quad 51 = 14$$

$$118 = 44$$

$$118 = 44$$

58 on Lay

67 at noon

$$7 = 6 = 41$$

$$7 = 6 = 16$$

$$10666$$

$$00428$$

$$964926$$

$$989193$$

$$1955223$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$977617$$

$$7 = 49 = 23$$

$$7 = 31$$

$$7 = 56 = 54$$

$$441$$

$$8 = 01 = 35$$

$$89 = 48$$

$$59 = 13$$

$$30 = 35$$

$$7 = 57$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

$$138 = 32$$

Sept 3.

"Made Light Ship" 5-AM Brooming
NW & W, dist about 20 miles came
in on anchor at 11 AM. & Ship
brooming W & S. dist about 2 1/2 miles
4 1/2 fathoms water. 30 fathoms
of chain out, weather fine heavy
fog with S. L. & S. at noon
with hail stones one inch in diameter

Sept 4. Fine weather.

" 5. Commenced to discharge

" 6 got off the deck. Conch
weather fine

Sept 7 weather still fine. got on lighter

loaded. 8200 Lbs

Sept. 8. Strong E & NE. wind with heavy sea & Rain too rough for any thing. in the shape of light or Boat to get along side.

" 9. Same weather sea as the 8"

" 10 "

" 11 "

Glass 30.3

" 12 Begins with strong E. & NE wind with rain. Glass begins to drop. 3 PM wind shifted to the NW. looks like clearing. 30. furlas. green to sea

" 13

$$\begin{array}{r} 12 = 29 = 56 = 28 = 43 \\ 7 - 5 - 10 \end{array}$$

$$\begin{array}{r} \text{Sept } 12 = 31 = 26 = 29 = 00 \\ 3 = 41 = 32 = 40 \\ 7 - 48 \end{array}$$

$$\begin{array}{r} 12 - 22 - 51 = 28 - 53 \\ 20 - 13 - 56 \end{array}$$

$$\begin{array}{r} 10858 \\ 00100 \\ 9.35481 \end{array}$$

$$\begin{array}{r} 3 - 49 = 20 \\ 3 - 54 \\ 3 - 53 = 14 \end{array}$$

$$\begin{array}{r} 7 = 51 = 05 \\ 105 \\ 12 = 45 \end{array}$$

$$\begin{array}{r} 153 = 51 \\ 76 = 55 \\ 28 = 53 \end{array}$$

$$\begin{array}{r} 9.87130 \\ 86 - 07 \end{array}$$

$$\begin{array}{r} \text{Long } 117 - 46 - E \\ 48 - 02 \end{array}$$

$$\begin{array}{r} 19.33569 \\ 9.66784 \end{array}$$

$$\begin{array}{r} 8 - 18.6 \\ 4 - 10 \\ 8 - 13 - 56 \end{array}$$

" 14 Fine weather discharging all day 19200 ant.

" 15 Still fine. discharging all day

Sept 16. Fine weather

$$\begin{array}{r} 12 = 79 = 44 \\ 11 = 58 = 43 \\ 19 = 49 = 59 \\ 7 - 51 = 16 \end{array}$$

" 17 Same as yesterday

" 18. Stormy & sea fast. Cutters fine

$$\begin{array}{r} 119 \quad 12 = 05 = 48 = 23 = 07 \\ 7 - 6 \quad 10 \end{array}$$

$$\begin{array}{r} 1 = 22 = 26 \quad 6 = 16 \\ 7 = 50 \end{array}$$

$$\begin{array}{r} 11 = 58 = 42 = 23 = 17 \\ 19 - 49 = 59 \end{array}$$

$$\begin{array}{r} 38 - 51 \quad 10858 \\ 88 - 26 \quad 00016 \end{array}$$

$$\begin{array}{r} 1 = 30 = 16 \\ 3 = 55 \end{array}$$

$$\begin{array}{r} 7 - 51 = 17 \end{array}$$

$$\begin{array}{r} 150 = 34940490 \end{array}$$

$$\begin{array}{r} 1 - 34 = 11 \end{array}$$

$$\begin{array}{r} 105 \\ 12 = 45 \end{array}$$

$$\begin{array}{r} 75 - 17989653 \\ 23 - 171 \end{array}$$

$$\begin{array}{r} 9 \\ 88 = 26 \end{array}$$

$$\begin{array}{r} 117 - 49 \end{array}$$

$$\begin{array}{r} 52 - 001941017 \end{array}$$

$$\begin{array}{r} 7 = 56 = 15 \end{array}$$

$$\begin{array}{r} 9.70508 \end{array}$$

$$\begin{array}{r} 6 = 16 \end{array}$$

$$\begin{array}{r} 7 - 49 = 59 \end{array}$$

2nd Sept 19

$$\begin{array}{r} 12 = 6 = 28 = 23 = 14 \\ 7 - 6 \end{array}$$

$$\begin{array}{r} 11 - 59 = 22 = 23 = 24 \end{array}$$

$$\begin{array}{r} 19 - 50 = 32 \quad 38 = 57 \end{array}$$

$$\begin{array}{r} 10858 \\ 00016 \end{array}$$

$$\begin{array}{r} 7 - 51 = 10 \end{array}$$

$$\begin{array}{r} 150 = 41 \quad 9.40346 \end{array}$$

$$\begin{array}{r} 105 \\ 12 = 45 \end{array}$$

$$\begin{array}{r} 75 - 20 \quad 9.89614 \end{array}$$

$$\begin{array}{r} 117 - 47 \end{array}$$

$$\begin{array}{r} 23 - 24 \end{array}$$

$$\begin{array}{r} 19.40834 \end{array}$$

$$\begin{array}{r} 51 = 56 \end{array}$$

$$\begin{array}{r} 9.70417 \end{array}$$

$$\begin{array}{r} 7 = 50 = 32 \end{array}$$

43

$$11 = 44 - 55 = 21 - 10 \quad 8 \cdot 2 = 40$$

$$7 - 9 \quad 9 \quad 11 = 34$$

$$7 - 51 = 06$$

$$11 = 37 = 46 = 21 = 19$$

$$19 - 51 = 06 \quad 36 - 03 \quad 09232$$

$$8 = 13 = 20 \quad 94 = 89 \quad 00143$$

$$152 = 01 \quad 9438368$$

$$120 \quad 76 - 00 \quad 9,91167$$

$$3 = 15 \quad 21 - 19 \quad 1938910$$

$$123 = 20 \quad 54 = 71 \quad 9,69455$$

This day begins & ends with fine weather & NW & northerly breeze.

Oct-6

16 on Lay
21 at noon

$$12 = 40 - 28 = 32 - 08$$

$$7 - 9 \quad 8$$

$$8 = 59 = 9$$

$$11 = 53$$

$$8 - 47 = 16$$

$$12 - 33 = 19 = 32 - 16$$

$$20 - 47 = 16 \quad 33 = 53 \quad 08083$$

$$8 - 13 = 57 \quad 95 = 2 \quad 00168$$

$$161 = 11 \quad 9,21382$$

$$120 \quad 80 = 38 \quad 9,87322$$

$$3 = 15 \quad 32 = 16 \quad 19,16955$$

$$123 = 29 \quad 48 = 19 \quad 9,58477$$

This day begins with fine weather light & northerly breeze. Middle part rain & squalls. Latter part fine.

Oct-22 for N.W.
 Bk. 31 - James sailed
 Nov. 2
 "Edith Chris Sailed
 Nov. 3 "Josephus" sailed
 Nov. 4 "Mary" Cushing
 Nov. 7 "Paul" Sailed
 Nov. 16. Paul Reverse "

4 = 50 - 46 11 = 34

$$7 - 36$$

$$4 = 43 = 10$$

$$3 - 48$$

$$4 = 39 = 22$$

$$89 = 48$$

$$49 = 28$$

$$40 = 20$$

$$4 = 43$$

$$1035 = 37$$

$$26$$

$$-03$$

11 = 53

$$5 = 13 = 50$$

$$7 - 36$$

$$5 - 06 = 14$$

$$3 - 48$$

$$5 - 02 = 26$$

$$89 = 48$$

$$51 = 4$$

$$38 = 44$$

$$5 = 06$$

$$1033 = 38$$

$$15$$

Oct-7

55 on Lay
79 at noon

$$11 = 38 = 36 = 21 = 57$$

$$7 - 10 \quad 8$$

$$8 = 0 = 30$$

$$12 = 28$$

$$7 - 48 = 22$$

$$11 \cdot 31 = 26 = 22 = 55$$

$$19 - 48 = 22 \quad 31 = 39 \quad 06993$$

$$8 - 16 = 56 \quad 95 = 25 \quad 00194$$

$$149 = 09 \quad 9,42507$$

$$120 \quad 74 = 34 \quad 9,89937$$

$$4 - 14 \quad 22 = 05 \quad 19,39631$$

$$124 = 14 \quad 52 = 29 \quad 9,69815$$

This day began & ended with fine weather

Oct-8

10 on Lay
40 at noon

$$11 = 51 = 02 = 24 = 32$$

$$7 - 10 \quad 9$$

$$8 = 10 = 18$$

$$12 = 25$$

$$7 = 57 = 53$$

$$11 = 43 = 52 = 24 = 41$$

$$19 = 57 = 53 \quad 29 = 19 \quad 05952$$

$$8 - 14 = 01 \quad 95 = 48 \quad 00223$$

$$149 = 48 \quad 9,41582$$

$$120 \quad 74 = 54 \quad 9,88563$$

$$3 = 30 \quad 24 = 41 \quad 19,36320$$

$$123 = 30 \quad 50 = 13 \quad 9,68160$$

$$22$$

$$123 = 08$$

5 = 59 = 46 12 = 25

$$7 - 46$$

$$5 = 52 = 00$$

$$3 - 45$$

$$5 = 48 = 15$$

$$89 = 48$$

$$55 = 00$$

$$34 = 48$$

$$5 = 52$$

$$1028 = 56$$

$$29 = 19$$

Fine Breeze & Fine weather throughout

Oct 9. This day begins with mod-rainy weather & Blowing a Gale from the N.E.
 10-30 P.M. Made Oct's ca Is. light bearing W by N Dist 5 miles. Coming down Formosa Strait under two lower Lopeaks. Thick & raining. Blowing a Gale so ends the day

Oct 10, Strong N.E. Gale & Rainy weather through

Oct 11.

96 an day

9 at noon

$$\begin{array}{r} 13-24=12-39-47 \\ > 10 10 \end{array}$$

$$\begin{array}{r} 9-13-34 \\ 13-13 \end{array}$$

(13)

$$\begin{array}{r} 7-8-6 \quad (13-13) \\ 7-6 \end{array}$$

$$\begin{array}{r} 13-17-02-39-57 \\ 21-00-21 \end{array}$$

$$\begin{array}{r} 9-00-21 \end{array}$$

$$\begin{array}{r} 21-00-21 \quad 22-5 \quad 03309 \\ 96-58 \quad 00322 \end{array}$$

$$\begin{array}{r} 7-43-19 \quad 96-58 \quad 9,26063 \end{array}$$

$$\begin{array}{r} 105-45 \quad 79-50 \quad 9,80377 \end{array}$$

$$\begin{array}{r} 10-45 \quad 39-57 \quad 19,10691 \end{array}$$

$$\begin{array}{r} 115-58 \quad 39-33 \quad 9,55045 \end{array}$$

$$\begin{array}{r} 115-37 \end{array}$$

$$\begin{array}{r} 7-01-00 \end{array}$$

$$\begin{array}{r} 8-8 \end{array}$$

$$\begin{array}{r} 6-57-52 \end{array}$$

$$\begin{array}{r} 89-48 \end{array}$$

$$\begin{array}{r} 60-38 \end{array}$$

$$\begin{array}{r} 29-10 \end{array}$$

$$\begin{array}{r} 7-01 \end{array}$$

$$\begin{array}{r} 122-09-5 \end{array}$$

Oct 12 Fine Weather, Arrived in Hongk.

Oct 13, 30. P.M.

13, weather fine went on shore at 9.30 AM

Oct 21, went in dry dock at midday. Left the Blacks at 2. PM

" 22 began to strip off the old pulpit

" 23 began to put on new pulpit

" 24 putting on new

" 25

" 26 Finished at 3 PM & commenced

of dock at 4 PM

" 27 Taking out old Bull and putting in Shingle Bull

Nov 1. Ship ready for cargo

Nov 2. Long days begin. Left in cargo

45 Nov 23, 1898

At 1 P.M. Sailed from Hong Kong for New York. 8 P.M. G.P. Rock Light House

W by S. Distant - 12 miles from which I take my departure. Strong East wind & Squally.

Nov 24,

12 = 44 = 00 - 24 = 05 ③ on Log ⑥
7 = 00 9 46 at noon

12 = 37 = 00 = 24 = 14
20 = 14 = 56 19 = 39 02606 8 = 27 = 2
7 = 37 = 56 110 = 32 02851 13 = 6
154 = 25 = 834547 8 = 1456 9000
105 = 9 = 15 77 = 12 9,90216
114 = 29 24 = 14 19,30220
52 = 58 9,65110

Nov 25 -
11 = 56 = 41 = 15 = 13 44 on Log
7 = 00 9 93 at noon

11 = 49 = 41 = 15 = 22
19 = 22 = 37 16 = 09 01748
7 = 32 = 56 110 = 44 02908
105 = 8 = 14 71 = 07 9,91729
143 = 14 15 = 22 19,47393
18 55 = 40 = 9,73696

112 = 56
Strong NE. Drizzle
& Squally. Sun showed of rain

112 = 56
Strong NE. Drizzle
& Squally. Sun showed of rain

112 = 56
Strong NE. Drizzle
& Squally. Sun showed of rain

Nov 26

98 on Log
35 at noon

12 = 42 = 43 = 24 = 56
10 = 6 9
12 = 37 = 37 = 25 = 06
20 = 1 = 28 12 = 43 01079
7 = 28 = 51 110 = 56 02965
148 = 45 9,43053
74 = 22 9,87953
25 = 06 19,35050
105 49 = 16 9,67525
7 = 12 112 = 12
Strong N.E. wind & Squally with rain. Midnight took in Right Luck

Nov 27
13 = 34 = 10 = 35 = 34
7 = 00 10
13 = 27 = 10 = 35 = 44
20 = 43 = 10 8 = 43 00505
7 = 16 = 00 111 = 07 03019
155 = 34 9,32553
77 = 47 9,82593
105 35 = 44 9,18670
109 = 15 42 = 03 9,59335

108 = 45
Strong Breeze & Squally with rain. Dist made by Obs 28 of Wind Long 108.40

Nov 28, Strong NE. Monsoon & Squally with rain. No obs, for long Lat by Obs Lat 4.47 N Dist run 258, 37 on Log at noon

108 = 45
Strong Breeze & Squally with rain. Dist made by Obs 28 of Wind Long 108.40

Nov 28, Strong NE. Monsoon & Squally with rain. No obs, for long Lat by Obs Lat 4.47 N Dist run 258, 37 on Log at noon

108 = 45
Strong Breeze & Squally with rain. Dist made by Obs 28 of Wind Long 108.40

Nov 28, Strong NE. Monsoon & Squally with rain. No obs, for long Lat by Obs Lat 4.47 N Dist run 258, 37 on Log at noon

28 Nov 29

$$13-22=10=31-46$$

$$11-10 \quad 10$$

$$213-11-00=31-56$$

$$111=29 \quad 03127$$

6. AM Made Pulo Ave. Island Bering by So Dist. 20 miles

Heavy Squalls & rain in Torment. Ship

under lower topsails, Midnight. Calm

Nov 30

42 on Log at noon

$$12=11-16=16=10$$

$$11-6 \quad 9$$

$$12-00-09=16-19$$

$$19-44-46 \quad 1-38$$

$$7-1-37 \quad 129-27$$

$$105-56 \quad 64-43$$

$$16-19 \quad 19, 53617$$

$$105=24 \quad 48-24 \quad 9, 76808$$

$$11-57-06=16-49$$

$$19-03-2 \quad 111=48$$

$$7-05-56 \quad 129=18$$

$$105-56 \quad 64=39$$

$$16-49 \quad 19, 53377$$

$$106-28 \quad 47-50 \quad 9, 76688$$

$$106-56$$

$$11-57-06=16-49$$

$$19-03-2 \quad 111=48$$

$$7-05-56 \quad 129=18$$

$$105-56 \quad 64=39$$

$$16-49 \quad 19, 53377$$

$$106-28 \quad 47-50 \quad 9, 76688$$

$$106-56$$

16 on Log

48 at noon

$$7=13=47$$

$$10-43$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$7-3-12$$

$$21-32=43$$

$$2-43$$

$$21-30=00$$

$$1-26$$

$$21-28=37$$

$$89=48$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

$$21=30$$

11:28

Dec 2

8 AM Made Gaspar Island Bering
by 3 Dist 30 miles Strong Gale & Cloudy
When Gaspar Bore SW Dist 20 miles

Dec 3 Passed Gaspar at 2 AM & through the
Strait at 9 AM. heavy Squalls with lightning
& lightning. Bought a monkey for 10¢ but lost it in
the Strait

Dec 4, Passed North Water. 10 AM in
company with two ships. one of them so far
to leeward we had to take ship. Made
North Island. 6 PM. but could not
get to an anchor, so had a night
of

Dec 5. Daylight in company with
ship "State of Maine". from Wmilla
for N. & Passed through Sunda Strait 5 PM
Midnight Tirakatoa Island Bore N. & E. Dist 4 miles
from which I take my departure.
Strong N.W. wind & heavy Squalls with
torrents of rain

10/1

47 DEC 6"

16 on Long

(8-44)

12-00-10-16-28

22-32-38

7-1 9 7-1-28
11-53-09-16-37 6-52-44
18-52-44 6-24 00 2 2
6-59-30 67-31 9.03483
90 90-32 9.84745
14-40 45-16 9.68076
104-54 16-37 19.56025
104-39 28-39 9.78262

22-30-44
22-29-27
89-48
73-48
16-00
22-31

Lat 6-31 S

104-39 Squally & Baffling, with some rain Midnight heavy Squalls from all points

DEC 7 14-23-25-48-47 Course for 4 hours 10 S.W. Dist - 20 miles

14-16-24-48-57 Lat - 7-20 S
That course & dist was light

DEC 8 12-02-26-15-58 6-56-24 22-45-51 7-51

11-55-24-16-07 6-48-33
18-48-33 7-14 00 4 50
6-53-09 67-17 03 5 09
90 91-38 9.84321
13-15 45-49 9.69501
103-17 16-07 19.57779
103-12 29-42 9.78069

Light - Baffling wind
Squally & rain, some heavy Squalls
wind S E & E

DEC 9"

14-36-20-50-18

14-29-19-50-28
21-17-52 9-00 00 5 38
848-33 67-11 03 5 39
126-39 9.65220
63-19 9.84713
50-28 19.04020
12-5-1 9.52010

101-58 with some rain

DEC 10
12-14-00-17-18
7-1 9

12-07-49-17-27 6-58-39
18-51-42 10-43 6-57
6-43-53 67-05 6-51-42
95-15 00 7 6 4
47-37 03 5 7 1
17-27 9.82872
30-10 9.70115
19.57222

100-30 fine breeze & some squalls & little rain wind ENE

DEC 11 12-20-47-16-25

12-13-46-16-34 6-50-48 6-29
18-44-19 13-00 01 1 2 8
6-30-33 67-00 03 5 9 7
96-34 9.82211
48-17 9.72075
16-34 19.57111
31-43 9.79566

21/0

9-25-16
7-24
9-17-52

22-51-47 7-24
1-40 47

22-50-07
22-49-00
89-48
76-9
13-39
22-50
Lat 9-11
10

Light winds & Squally

22-57-16 16-57
1-16
22-56-00
22-55-03

(28) 89-48
78-11
11-37
22-06
Lat 11-19
100-30 E

(32) 23-02-18 16-29
1-16
23-01-02
23-00-02
89-48
80-6
9-42
23-01
Lat 13-19
19

48 DEC 12

$$7-21=6$$

$$7-15=4$$

$$23-6-53$$

(40)

$$23-5-14$$

$$89=48$$

$$81-22$$

$$8-26$$

$$23-6$$

$$23-10-59$$

$$23-10-06$$

$$89=48$$

$$82-28$$

$$7=20$$

$$23-10$$

$$15-50$$

$$13$$

$$89=15$$

$$23-14-39$$

$$23-14-00$$

$$89=48$$

$$83-34$$

DEC 15

$$14-54-41=37-09$$

$$14-47-39=37-19$$

$$20-10-32$$

$$5-22-53$$

$$75$$

$$80=43$$

$$80-2$$

$$14=12-22-23=39$$

$$14=05=20=23=48$$

$$19-10-10$$

$$5-04-40$$

$$75-10$$

$$76-10$$

$$78-30$$

$$14=11-34=21-30$$

$$18-58-33$$

$$4-46=59$$

$$60$$

$$11-30$$

$$71-46$$

$$71-05$$

$$8-15=7$$

$$8-10-32$$

$$17-35$$

$$66=43$$

$$121=37$$

$$60=48$$

$$37-19$$

$$23-29$$

$$7-14=6$$

$$7-10=0$$

$$18-45$$

$$66=40$$

$$109=13$$

$$54=26$$

$$23=48$$

$$30=48$$

$$19-57$$

$$66=38$$

$$108=05$$

$$54=02$$

$$21=30$$

$$32=32$$

$$02078$$

$$03689$$

$$9.68829$$

$$9.60041$$

$$9.34637$$

$$9.67318$$

$$9.70931$$

$$19.53294$$

$$9.76647$$

$$9.76887$$

$$9.73061$$

$$9.56352$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$9.78176$$

$$23-17-50$$

$$23-17-15$$

$$89=48$$

$$84-13$$

$$23-17$$

$$17-17=42$$

$$80=02E$$

$$23-20-33$$

$$23-20-00$$

$$89=48$$

$$85-23$$

$$4=25$$

$$23=20$$

$$178=55$$

$$10$$

$$176=308$$

$$13-37$$

$$23-22-48$$

$$20$$

$$23-22-28$$

$$89=48$$

$$86-30$$

$$13-06-35=23-50$$

$$12-59=34-24-00$$

$$19=15-4$$

$$6-15=30$$

$$90$$

$$3=45$$

$$93=53$$

$$93=13$$

$$13=5=40=20-17$$

$$12-58-38=20-27$$

$$18=58=19$$

$$5-59=41$$

$$75$$

$$14=45$$

$$89=55$$

$$13=21=53=20-20$$

$$13=14=51=20-30$$

$$18-57=11$$

$$5-42=20$$

$$75$$

$$10-30$$

$$01403$$

$$03624$$

$$9.78246$$

$$9.68144$$

$$19.51417$$

$$9.75708$$

$$7=3=52$$

$$5=33$$

$$6=58=19$$

$$01634$$

$$03646$$

$$9.79463$$

$$9.71784$$

$$9.75927$$

$$9.77953$$

$$7=2=16$$

$$5=5$$

$$5-57=11$$

$$01902$$

$$03673$$

min

14-40

93-13

23-10-59

23-10-06

89=48

82-28

7=20

23-10

15-50

13

89=15

23-14-39

23-14-00

89=48

83-34

6-14

23=14

17-00

17-10

17-00

17-00

17-00

17-00

17-00

17-00

17-00

17-00

17-00

(40)

(40)

(38)

(38)

(40)

(40)

(40)

Strong Trade & fine weather

Strong Trade & fine weather

Strong Trade & Squally

Strong Trade & Squally

Strong Trade & Puff

Strong Wind S & W

at night

at night

at night

Ship made him + the 25m passed him at 8.15 pm

49 DEC 18 =

$$\begin{array}{r} 7 = 30 = 52 \\ 3 = 6 \\ \hline 7 - 27 = 46 \end{array}$$

$$23 = 24 = 25 = 13 = 6$$

$$\begin{array}{r} (40) \quad 89 = 48 \\ 87 = 12 \\ \hline 2 = 36 \end{array}$$

$$15 = 04 = 26 = 28 = 09$$

$$14 = 57 = 24 = 28 = 09$$

$$19 = 27 = 46 \quad 20 = 40$$

$$4 = 30 = 22 \quad 66 = 36$$

$$60 = 30 \quad 115 = 25$$

$$57 = 30 \quad 57 = 42$$

$$67 = 30 \quad 28 = 09$$

$$66 = 55 \quad 29 = 33$$

$$DEC 19$$

$$15 = 66 = 43 = 30 = 53$$

$$7 = 2 \quad 10$$

$$15 = 49 = 41 = 36 = 03$$

$$20 = 2 = 10 \quad 21 = 40$$

$$4 = 12 = 29 \quad 66 = 35$$

$$60 = 7 \quad 124 = 19$$

$$63 = 7 \quad 62 = 09$$

$$37 \quad 36 = 03$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$62 = 30 \quad 26 = 06$$

$$0 \quad 2 \quad 8 \quad 8 \quad 9$$

$$0 \quad 3 \quad 7 \quad 2 \quad 7$$

$$9 \quad 7 \quad 2 \quad 7 \quad 3$$

$$9 \quad 6 \quad 9 \quad 3 \quad 0 \quad 1$$

$$19 \quad 4 \quad 8 \quad 7 \quad 0 \quad 0$$

$$9 \quad 7 \quad 4 \quad 3 \quad 5 \quad 0$$

$$8 = 4 = 48$$

$$2 = 38$$

$$8 = 02 = 10$$

$$0 \quad 3 \quad 1 \quad 8 \quad 2$$

$$0 \quad 3 \quad 7 \quad 3 \quad 3$$

$$9 \quad 6 \quad 6 \quad 9 \quad 4 \quad 6$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

$$9 \quad 6 \quad 4 \quad 2 \quad 3 \quad 9$$

Strong winds incl
to the Southward

$$23 = 25 = 54 (2 = 3)$$

$$(37) \quad 89 = 48$$

$$88 = 12$$

$$1 = 36$$

$$23 = 26$$

$$Ad = 21 = 50$$

$$10$$

$$Long 62 = 30 E$$

$$23 = 26 = 48 (2 = 8)$$

$$(40) \quad 89 = 48$$

$$89 = 6$$

$$0 = 42$$

$$23 = 27$$

$$Ad = 22 = 45$$

$$Long 58 = 42 E$$

$$23 = 27$$

$$Ad = 22 = 45$$

$$Long 58 = 42 E$$

$$23 = 27$$

$$Ad = 22 = 45$$

$$Long 58 = 42 E$$

$$23 = 27$$

$$Ad = 22 = 45$$

$$Long 58 = 42 E$$

$$23 = 27$$

$$Ad = 22 = 45$$

$$Long 58 = 42 E$$

$$23 = 27$$

DEC 21

$$15 = 10 = 46 = 19 = 15$$

$$15 = 03 = 44 = 19 = 24$$

$$18 = 46 = 14 \quad 23 = 22$$

$$3 = 42 = 30 \quad 66 = 33$$

$$45 = 30 \quad 109 = 19$$

$$10 = 30 \quad 54 = 39$$

$$55 = 37 \quad 19 = 24$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$55 = 37 \quad 35 = 15$$

$$6 = 47 = 52 \quad 23 = 27 = 07 = 1 = 38$$

$$1 = 38 \quad 89 = 48$$

$$6 = 46 = 14 \quad (30) \quad 89 = 48$$

$$0 = 03$$

$$23 = 27$$

$$Ad = 23 = 24$$

$$Long 55 = 07 E$$

$$9.76 236$$

$$9.76 129$$

$$19.59 825$$

$$9.799 12$$

$$6 = 47 = 58$$

$$1 = 38$$

$$6 = 46 = 50$$

$$0 \quad 8 \quad 8 \quad 4 \quad 3$$

$$0 \quad 3 \quad 7 \quad 4 \quad 4$$

$$9.76 253$$

$$9.76 253$$

$$19.59 789$$

$$9.798 9 +$$

$$7 = 6 = 0$$

$$38$$

$$23 = 26 = 27$$

$$89 = 48$$

$$89 = 48$$

$$-48$$

$$23 = 27$$

$$Ad = 24 = 156$$

$$Long 51 = 27 E$$

$$9.734 38$$

$$9.742 27$$

$$19.55 384$$

$$9.776 92$$

$$33 = 32$$

$$9.776 92$$

$$9.776 92$$

$$9.776 92$$

Strong wind & heavy squalls with
rain. Wind S by W.

DEC 20

$$15 = 10 = 10 = 22 = 19$$

$$7 = 2 = 43$$

$$2 = 08$$

$$7 = 0 = 36$$

$$15 = 3 = 8 = 22 = 28$$

$$19 = 035 \quad 22 = 40$$

$$3 = 57 = 27 \quad 66 = 33$$

$$45 = 15 \quad 111 = 41$$

$$14 = 15 \quad 56 = 50$$

$$59 = 22 \quad 22 = 28$$

$$58 = 42 \quad 33 = 22$$

$$58 = 42 \quad 33 = 22$$

$$58 = 42 \quad 33 = 22$$

Trades light
from squalls

Ends fine

50 DEC 24

6-55-12
6-55-06

23-26-1-6
(21) 89-48
88-1
1-49
23-26
25-13
Log 49-00 E

15-44-45-21-21
7-2 9
15-37-43-21-30
18-55-6 23-00 04272
3-17-23 66-34 03738
45-15 113-04 9,7415-1
4-15 56-32 9,75895-
49-21 21-30 19,88056
49-00 35-02 9,79028

Light from the East

DEC 25 15-34-37-17-26
7-3 9

(30) 23-23-54
12
23-24-07
6-34-44
6-35-04
89-48
86-28
3-20
23-24
26-44
46-22 E
160

15-27-34-17-35-
18-35-426-40 04884
307-30 66-36 03727
45-40 110-51 9,75405
55-25 9,78772
46-52 17-35 19,62788
46-22 37-50 9,86394

Light-moon at
from East

DEC 26
16-31-07-26-18
7-3 9 7-15-6
7-18-56

16-24-04-26-27
19-15-56 27-32 05220
2-51-52 66-37 03722
120-36 9,69501
30-45 60-18 9,74587
12-13 26-27 19,83030
42-58 33-57 9,78516-
42-27

Fin weather wind E. & ENE

DEC 27
16-28-02-23-34
7-3 9

7-1-58
1-18
7-3-16

23-19-28(1-18)
18 50
23-19-46
0-31

16-20-59-23-43
19-3-16 27-56 05380
2-42-17 66-40 03706
30-30 118-19 9,70994
40-34 59-09 9,76324
40-00 23-42 19,56404
35-26 9,78202
Light-Breeze
Squally
Part with
Some driving
wind E. & SE

DEC 28

17-6-31-28-33
7-3 9
16-59-28-28-42
19-26-22 28-40 05679
2-26-54 66-43 03689
30-30 124-05 9,67113
36-13 62-02 9,73997
36-43 28-42 19,50478
38 33-20 9,75239

(38) 23-16-33
18
23-16-36
23-17-27
89-48
84-12
2-36
20-28-53
1-3
Log 36-00 E
12-18

DEC 29

17-03-27-26-40
7-3 10
16-56-24-26-50
19-11-46 30-18 06379
2-15-22 66-46 03672
30-45 122-54 9,67936
33-45 61-27 9,76519
33-50 25-50 19,84506
33-35 35-37 9,77263

(35) 23-13-10
21
23-13-31
23-14-12
89-48
82-28
7-20
23-14
20-34
16
Log 33-15 E

Fin weather wind ENE Light-
Bark with or from Royal, going with us

51 DEC 30

17-55-43 = 35-07
7-3 10

17-48-40 = 35-17
19-56-07 31-33 06947

2-08-27 133-40 9.59-484 Heavy lightning 89-48

30 66-50 9.71870 in the morning 81-30

1-48-35-17 19.49952 at 8 PM 8-18

31-52 31-33 9.70976 wind shifted 23-10

31-46 31-33 Strong Breeze from West - 31-28

5-18-17 = 27-06 7-18-39 13

5-11-14-27-16 7-18-39 31-25 06885 Charged 23-05

2-7-26 125-35 9.66025-11 " 31-30

30 62-47 9.76413 " 32-4

31-51 35-3 19.52953 " 28-4 E

32-04 32-04 Fresh Gale & Squally, with rain

Jan 1. 1899. 6-2-32 = 36-50 8-1-36

7-3 10 8-5-20 23-0-14

5-55-29 = 37-00 8-5-20 07009

2-09-51 135-39 9.57700 03608

30-13 67-49 9.70952 23-01

32-28 37-00 19.39269 31-41

30-49 9.69634 32-28

Calm. Birds going with us

7-58-20 2-47

7-56-07

06947

03651

19.49952

9.70976

7-15-24

7-18-39

06885

03630

9.66025-11

9.76413

19.52953

9.76476

8-1-36

8-5-20

07009

03608

9.57700

9.70952

19.39269

9.69634

23-09-19 12-47

23-09-39

23-10-19

89-48

81-30

8-18

23-10

31-28

23-05-00

23-06-17

89-48

81-23

23-05

31-30

32-4

28-4 E

23-44

23-0-38

89-48

81-8

8-40

23-01

Jan 2

4-54-47 = 10-20

4-47 = 44-20 = 30

6-45-22 33-00 07641

1-57-38 67-4 03576

120-349, 69523

15-15-60-179, 80610

14-09 20-30 9, 61350

29-24 39-47 9, 80675

28-18 Fresh Gale from West - Calm last at night

Jan 3. 9-17-6

7-26-25-52-35 7-21-46

7-29-22-52-45 08194

9-21-46 34-6 03549

1-52-24 67-09 9.35209

15-4-00 77-45 9.61354

13-6 24-13 19.08306

28.6 9.54153

Jan 4 4-46 = 40-16 = 32

7-3 9

4-39-37-16-41 08228

6-26-4 34-10 03517

88-uncay

51-at-nurn

1-10

6-41-10 89-48

4-12 79-18

6-45-22 10-30

22-35

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

22-54-59 4-12

22-55-25

22-56-22

89-48

79-18

10-30

22-35

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

28-18

52 Jan 5
 $5-38-53 = 26-50$
 $7-3$

$5-31-50 = 27-00$
 $7-17-48$
 $1-45-58$
 $16-$
 $13-15$
 14
 $26-29$

Jan 6
 $5-18-17 = 21-48$
 $7-3$
 $5-11-14 = 21-57$
 $6-63-28$
 $1-42-14$
 $16-30$
 $10-33$
 $25-33$

Cutter very light; 9 PM made
 Cape Rice Light bearing NW by N. Dist 20
 Miles Calm

Jan 7.
 $5-33-56 = 23-32$
 $7-4$
 $5-26-51 = 23-41$
 $6-1-55$
 $1-35-04$
 $15-$
 $8-45$
 $23-46$

Calm, Low steady lights on Red.
 The other Breeze

$7=12-14$
 $5-34$
 $7-17-48$
 $22-36-38$
 38
 $22-37-06$
 $1-11$

08401 Gale of wind 89-48
 03780 from the 78-
 9,63604
 9,78379
 19,53764
 9,76862

$6=47-26$
 $6-2$
 $6-03-28$
 08470
 03444
 $9,67113$
 $9,80882$
 $19,59909$
 $9,79954$

22-29-30
 30
 $22-30-00$
 $89-48$
 $77-40$
 $12-08$
 $22-30$
 $14-34-38$
 $19-25-30 E$
 $22-22-1$
 31
 $22-22-32$
 $1-26$
 $22-23-68$
 $89-48$
 $76-38$
 $13-10$
 $22-23$
 $14-35-33$

$6-55-27$
 $6-28$
 $7-01-55$
 08931
 03407
 $9,65180$
 $9,80534$
 $19,58002$
 $9,79512$

Jan 8 29 and up arrow 22-14-5 6-53
 $6-18-35 = 30-26$
 $7-4$
 $7-30-38$
 $6-53$

Light - Southeastern
 $6-11-31 = 30-46$
 $7-37-31$
 $1-26-00$
 $16-$
 $6-30$
 $21-30$
 20
 $21-10$
 $36-03$
 $67-44$
 $134-33$
 $67-16$
 $30-46$
 $36-30$
 $9,08709$
 $9,77739$
 $19,48746$
 $9,74373$

Jan 9. Strong Breeze from the West
 8 PM under ship to South & Westward
 Lat. $36^{\circ} 11' S$ Long $20^{\circ} 54' E$

Jan 10. Begins with Strong Breeze & Squally
 Ends with a SW Gale. Four Master in
 sight. Lat $36^{\circ} 37' S$. Long $20^{\circ} 32' E$

Jan 11. Begins & ends with a
 Westerly Gale Ship under four PM
 Sail & Main Spencer. Four Master with us
 Lat $37^{\circ} 00' S$. Long $20^{\circ} 48' E$

Jan 12. This day begins with a
 Strong westerly Gale Ends fine weather
 light WSW. Breeze Lat $36^{\circ} 43' S$ Long $20^{\circ} 40' E$

Jan 13. Light westerly wind
 throughout & fine weather
 Lat $35^{\circ} 44' S$ Long $18^{\circ} 25' E$

Jan 14. Fine weather throughout
 than 24 hours. Light & Strong winds from
 the Westward Lat $34^{\circ} 59' S$ Long $16^{\circ} 38' E$

Jan 16 Light - westerly wind & fine weather
through out this 24 hours. On Board in sight
standing Eastward Lat: $33^{\circ} 57' S$ Long $15^{\circ} 20' E$

Jan 16 '99 Same weather & light W x NW
Wind from north in sight Lat: $31-42 S$ Long $14^{\circ} 55' E$

Jan 17. Light - westerly Breeze & some showers
Lat: $29^{\circ} 27' S$ Long $12^{\circ} 39' E$

Jan 18. Wind & weather same as the 17
Lat: $27-28$ Long $10-01 E$

Jan 19. Light - air & calm
Lat: $26-140$ Long $9^{\circ} 20' E$

Jan 20 Same as the 19th Lat: $25-42$ Long $9-04 E$

" 21. " " in company with
Ship Mart Laguna. 6 days from Japan
Lat: $24-02$ Long $7-38 E$

" 22. Light - Breeze & calm. Mart Laguna
get with us, Lat: $DR. 23-28$ Long $7-3 E$

" 23 Light - too fresh Breeze. Mart Laguna
get in sight. Lat: $22-38$ Long $456' E$

" 24 Light - Breeze & squally
Lat: $21-38$ Long $2-10 E$

" 25 Light - Breeze & fine except a few light
showers. Lat: $20-25$ Long $= 00-14' West$

" 26. Light air & calm Lat: $19-28$ Long $1-51 W$

" 27 " " " " " " with showers
Lat: $18^{\circ} 18' S$ Long $3^{\circ} 03' W$

" 28. Light light; passed a Boat going
with us Lat: $17-25$ Long $4-16 W$

Jan 29, 1899

Light - Breeze & fine weather 4 AM Made
St. Helena. Bearing $2^{\circ} 4 E$ Dist about 2.5 miles
Moon St. H. a Boon $EL E$. Dist about 10 miles

Lat: $16^{\circ} 23' S$ Long $6^{\circ} 00' W$

Jan 30 Light & fine Began painting down this
morning. Lat: $15-22$ Long $13 West$

" 31 Light & Cloudy Sailing down & painting
Masts

Feb 1 Light & fine finished Painting Masts
& Sailing down Lat: $13-38$ Long $11-40$

" 2 Light & fine. Began to clean for painting
Ship Lat: $13-08$ Long $14-14 W$

" 3 Light with some rain, finished cleaning
& put on Priming Coat Lat: $12-25$ Long $15-37$

" 4. Light & fine Painting & Oiling spars
Lat: $12-00$ Long $17-40 W$

" 5 Fine & Light - Lat: $11-10$ Long $19-45 W$

" 6 " " Began Painting Ship
This morning Lat: $10-36 S$ Long $22-07$

" 7 Fine weather, light S & wind. Still painting
Lat: $9-45$ Long $23-47$

" 8. Light - air & fine weather finished painting
Ship. EL its body part Lat: $8-54$ Long $24-54$

" 9 Light & fine Lat: $7-33$ Long $26-46$

" 10 " " " " " " Lat: $6-6$ " Long $28-28 W$

" 11 First Showers " Lat: $4-38$ " Long $30-30$

Feb 12. Showers light S.E. & S.S.E. Breeze
Lat 2-56 Long 31-49

- " 13. Light with squalls & showers of rain
Lat 2-21 Long 32-02 W
- " 14. Light N.W. N. & N.E. air & squalls with
heavy rain during the night.
Lat 1-40.3. Long 33-50 W
- " 15. Light N. & N.N.W. wind from weather
Lat 1-19 S Long 34-50 W
- " 16. Strong Breeze & cloudy with squalls
& Rain, Lat 00-02 South Long 38-10 W
- " 17. Strong N. & N.E. wind & cloudy
with squalls & some rain
Lat 1-40 N. Long 41-10 W
- " 18. Same as yesterday 5 A.M. Brig
crossed our Bow Strong Southward
Lat 4-11 N Long 43-04 W
- " 19. Strong N.N.E. wind & squally
Lat 7-12 N Long 46-6 W
Royals furled
- " 20. Strong N.N.E. wind & squally
Royals in Lat 10-28 Long 48-48
- " 21. Same weather as yesterday
Lat 13-48 N Long 51-28 W
- " 22. Strong N.N.E. wind & squally
Lat 16-46 N Long 53-58 W

Feb 23 Same as 22 Feb 19-57. Long 56-47

- " 24. More moderate wind S.E.
Lat 22-20 Long 59-11 W
Steamer bound to the South & west
signaled A.M. Ship "Servia" 92 days
from S. F. for N.S.
- " 25. Moderate breeze from the S.E. &
fine weather "Servia" in company
Lat 23-54 Long 60-48
- " 26. First part very light E. & S.E.
latter part fresh breeze N.N.E.
& squally "Servia" still with us
Lat 24-08 Long 62-39 W
- " 27. Strong N.N.E. breeze & squally
"Servia" gone North of us
Lat 27-00 N Long 65-24 W
Midnight - saw Barque standing S.
no lights on
- " 28. Strong S.W. wind & squally Lat
29-09 N Long 67-35 W. Under full sail
& main sky sails & main top gallant stay
- Mar 1 Squally thick rainy weather saw a
Brig standing Northward, no obs.
- " 2 Fair & light S.W. wind
Lat 31-20 Long 69-45 W

Mar 3. First part Strong w Sw Breeze
 & fine weather latter part strong w
 w. wind & squally with heavy rain
 Thunder & lightning. Spoke Schooner
 William Neely for Havana

Lat: 33-50. Long 71-49. DR

" 4 Strong Breeze & squally with
 Rain Thunder & lightning

Lat-36-30 Long 73-05

" 5 Gale from the Sw. with thick-
 ening weather hauled off shore
 at 4 PM. under Low Lane Topail

Lat-38-27. Long 72-47

" 6 Begins with a heavy rain from
 the westward ends fine with
 light NNE Breeze

Lat-39.27 Long 72.07

" 7. 6 PM Lost Log Robert Robinson
 at Midnight. Came to an
 anchor below the narrow
 blowing a NE Gale & thick fog
 anchor fast of a cable

" 8.

$$\frac{281}{37}$$

Sailed from N.Y. for S.F. May 20. 1899

Ship's "Stah of Marine" & "Emily Reid" sailed for the
 East at same time. Had fresh N & NNE
 Breeze to 30. west then light & baffling to
 & ESE winds for 8 days. June 4. asked Steamer
 bound East to report us. 9 light Breeze from
 the SW & fine weather, 10. asked Eng ship
 bound NE. would report us. still fine
 light from the Southward.

July 30. Crossed 30 S. Long 66. W. west-
 wind light from N. - NW & NE & thick-
 weather Glass fell to 29. put ship
 under lower Main Top Sail Star to
 Luck.

31. Heavy Gale from the South &
 eastward, backing to the S. & westing
 Glass going up. Lat-30. 13 S. 66-15 W
 Steamer passed Starling SSW

From 31. of July to Aug 13. Two heavy Sw
 Gales & 8 days Calm Aug 13 - Lat-
 54. 45 S. Long 62-20 W. wind NNE
 Aug 14 Made Diego Ramirez
 Aug 15. Gale from ESE

Sept-7-1899. Bliss Log all night - with
either Fan or Rotator

1899

Dec 10. Sailed from S.F. for N.E. Pilot - left
9.30 A.M. wind ESE light - 4 P.M.
Garallon's Island Bore WNW 6 " "
were ship wind light - WSW x ^{weather} foggy

1 " 11 weather fine wind LVW light

2 " 12 weather fine wind west. Lat-33-41 N
Long 123-10 W

3 " 13 Fine weather light Breeze from the
Northward Lat-31-17 Long 123-00

4 " 14 Light Battering air & foggy the
first part latter part light breeze
from the Northward Lat-30-13 N
Long 123-03 W

5 " 15 Light Breeze from NW to WSW
Lat-28-40 N
Long 122-32 W

6 " 16 Light Battering air. from NW to
South with thick weather

Dec 17 Light - WNW Breeze & fine weather

Lat-25-51 N

Long 121-51 W

7 " 18 Raining wind North by E

Lat-23-54 N

8 " 19 Strong NNE Breeze & Raining
Ship bearing W by S going with us

Lat-20-27 N

Long 122-00 W

9 " 20-21-22-23 Thick weather & Squally

13 " 24 First part Squally with rain latter
part fine

14 " 25 Clear weather light Breeze from
the Southward Lat-5-55 N

Long 120-40 W

15 " 26 Light South by Breeze & fine
8 A.M. were ship in the Southward

Lat-8-31 N

Long 119-12 W

16 " 27-28, ESE Breeze & Squally with
rain

18 " 29 Fresh Breeze from the ESE &
fine weather. Lat-00-01 N

Long 121-29 W

Dec 30 x 31 firm weather x fresh breeze

Jan 1900 from the Eastward 31° 5' 31 South

15-34-38-15-20
11 47 9 6-54-00
23-1-23 (3-3)
1-41
15-22-51-15-29
6-57-38 800 6-57-38
3 38
8-25-13 66-59 0 3 6 0 3
120 6-16 3
126-18 45-14 9 69 56 7
15-29 12
29-45 19-58 3 6 6
9 79 18 3

Fresh ESE Breeze x firm weather
Jan 2 15-53-04-20-19 7-11-20 (22-58-15) 4-6
11-47 9 4-6 1-51

15-41-17-20-28 7-15-26
7-15-26 10-43 00 7 6 4
8-25-51 67-05 0 3 5 7 1
98-16 9 81 5 7 8
120 6-15 49-08 9 68 0 9 8
13 20-28 19-54 0 1 1
126-28 28 40 9 77 0 0 5

Firm weather x fresh
ESE x SE Breeze

Jan

23 3 15-47-18-19-24 7-2-44 22-49-00
11-47 9 7-07-18 1-11
15-35-31-19-33 89-48
7-7-18 13-49 0 12 7 5 81-18
8-28-13 67 10 0 3 5 4 4 8-30
120 100-32 9 80 56 5 22-49
7-3 50-16 14 70 82 4 dd-14-19
127-3 19-33 9 70 82 4 30
30-43 19-56 2 0 8
7 78 1 0 4 13-49

Fresh ESE x SE Breeze, with frequent
rain squalls,

24 4 15-48-00-19-36 22-44-38 5-2
11-47 9 2-8
15-36-13-19-45 22-42-30
1-17

127-50 67-16 0 3 5 1 2 22-43-47
89-48
84-22
5-26
22-43

Strong Breeze x Squally with
rain Royals x all light Sails
fast, wind from ESE
to SE 17-17
40
16-37

25

$16-45=55=33-01$ $7-54=34$
 $11-47$ 10 $5-20$
 $16-34-08=33-17$ $8-00-04$
 $8-00-4$ $20-00$ 02701
 $8-34-04$ $67-23$ 03475
 $120=30$ $120=34$ 969523
 $128-31$ $60-17$ 968853
 $33-11$ 1941552
 $27-06$ 970776

$22-35=4$
 $22-36=52$
 $85=48$
 $87-45$
 $2-03$
 $22=30$
 $20-3$

Strong Breeze & Heavy Squalls Bore 31- Steady

26

6 $15-58=10=22-56$
 $11-47$ 10
 $15-46-23-23-08$
 $7-11-53$ $23-21$ 03711
 $8-34=30$ $67=31$ 03433
 $113=58$ 973630
 $75=57$ $56=59$ 974625
 $8-56$ $23=06$ 974625
 $7-11-53$ $33=53$ 1955399
 977699
 120 $8=30$
 $128=37$

$22-31=125=5$
 $2-32$
 $22-27=40$
 $1-27$
 $22-29=07$
 $89=48$
 $88-10$
 $1-38$
 $22-28$
 $24-06$
 45
 $23-24$

Fresh Breeze & fine weather, first rain squall

29 light-easterly wind

Jun 7

27

$16-30-10=30-28$
 $11-47$ 10
 $16-18=23-30-38$
 $27-00$
 $128=57$ $67=38$ 03397

Fresh Breeze & fine weather

28

8 $16-19=35-28=43$ $7-26=32$
 $11-47$ 10 $6-18$
 $16-07-48-28=53$ $9-33=20$
 $33-20$ $29=23$ 05980
 $34-28$ $67=46$ 03355
 $126=02$ 965680
 $120=30$ $63=07$ 974906
 $28-53$ 1949921
 $34=08$ 974960
 $128-37$

$22-16=00$ $6-48$
 $2-49$
 $22=13-11$
 $1-18$
 $22-14-29$
 $89=48$
 $82-18$
 $7-30$
 $22=13$
 $129-43$
 20

fine weather light breeze

9

$16-4=5=26=45$ $7-15=44$
 $11-47$ 10 $7-13$
 $15-52-18=26=55$ $7-22=57$
 $1-22-57$ $31-24$ 06877
 $8-29-21$ $67=54$ 03314
 $120=15$ $126=13$ 965556
 $63=06$ 977112
 $26=55$ 1952859
 $127-20$ $36-11$ 976429

$22-7-45$ $7-13$
 $2-58$
 $22=4=47$
 $1-29$
 $22-6-16$
 $89=48$
 $80-15$
 $9-33$
 $22=5$
 $127=10$
 $1231-38$

Heavy rain

Jun 10. Thick in the morning with rain
30 Afternoon Clear with E. Evening

31 11 Fore part Thick & raining afternoon
Cloudy Wind. NE. Heavy Squall
from the Southward Lat 36 = 36

32 12 Thick rainy weather wind N
& NW. Bar. 29.88. at noon
Lat 38 = 25 S
Long 122.30 W

33 13 Thick rainy weather, wind NW Bar
at noon 29.45 wind change to
the South.

34 14 15-39-36 = 31-45-96
11-45 10 100 (52)
15-27-51-31-55
7-46-30 42-6 12961
7-41-21 68-40 03083
105-16 142-41 9.50523
105-16 71-20 9.80277
115-20 31-55 1446841
114-28 39-25 9.73420
7-37-20
7-39-10
7-46-30
42-06

Strong Southerly wind
& Squally Ship under Sails
at 10 AM Set main sail & fore & aft

14-29-45-23-58 160
11-48 10 15
21-9-18 9-259
3-13

Jun 15 1428-00 = 24-03
7-3-57 42-38 14040
7-24-03 68-52 03024 (1-2)
105-1 68-16 9.84347
111-1 24-03 9.8265
1-2 44-13 9.8265
109-59 9.79132
6-54-26
9-31
7-03-57

Strong SW wind & squally
Bar. 29.90

36 16 Strong Breeze & Squally
Bar. 29.9. Steady Lat 46-57, Long 105-06 W
wind SW. & S

37 17 Strong Breeze & Squally, Heavy Sea
from the Southward wind S. & SSW
Lat 47-13 Long 99-50

38 18 More moderate wind hauled
to the S. westward Made all sail
Lat 49-7 Long 96-W

39 19 Strong Breeze from SW & WSW. Heavy
Squalls Bar 29-9 Steady
Lat 57-19 Long 90 = 10

40 20 More moderate wind NW
Bar 29-2 Lat 53-34
Long 86 = 50

Jun 21. Heavy Gale from the westward

- 41 Reefed Lapsails & Fore Sail
Baro 29 - Steady Lat- 55-11
Long 81-54
- 42 22 Strong breeze & squally, wind W &
W & W. Baro 29.1 Steady
Lat 56-25
Long 76-43
- 43 23 Finest kind of weather wind light
W & W. Baro 29.2 Steady
Sun Four miles this A.M. bound W
Lat 56-39 Long 72-10 W
- 44 24 Strong Breeze & Rainy wind W &
NW. Made Dug Barriere Island
3.30 AM Bearing NE & N. dist 20 miles
and ships on Boat standing for
the South & westward
Lat 56-26 Long 66-23
- 45 25 Strong NW wind & squally Baro 29-2 Steady
on Boat standing westward
Lat 55-15 Long 61-40
- 46 26 Gale from the NW. hauled to SW & died
out. Baro 29.4 going up
Lat 53-30
Long 57-28

- Jun 27 First part Strong NW wind & rain. Later
part light SW wind & clear weather
Baro 29-07 & going up Lat 57-06
Long 53-49
- 48 28 Light & Battering Lat 58-10
Long 52-23
- 49 29 Light Breeze from the NW. Ends
with fresh Breeze from NW to
Lat 48-32
Long 49-33
- 50 30 Strong NW wind & squally night
thick weather Baro 29-6 Lat 47-29
Long 44-50
- 51 31 Light NW & NE Breeze & fine weather
Baro 30- Lat 45-30 Long 43-03.
Feb
- 52 1 Begins with fresh NE Breeze Ends
with Strong NW Gale Bar 29-8
Lat 44-15
Long 41-26
- 53 2 Light airs & calm
Ends with Strong Breeze from NW
Baro 30- Lat 42-38
Long 39-8
- 54 3 Strong NW wind & rain with rain
at times Lat 40-50
Long 35-28
Baro 29-18.

- Feb 4 Strong N.W. Gale & rainy weather
 was part - latter part - moderate &
 day out. Baro 29-85 Lat-38-49
 Long 32-10
- 5-6 5 Light - Southerly & Northerly air &
 rain Baro 30- Lat 37-35
 Long 31-38 & R
- 57 6 Strong N.W. & N.W. wind & Squally
 Baro 29-95 Steady. Royals first -
 Lat 35-10 Long 28-3
- 58 7 Strong N.W. wind & fine weather
 Baro 30- & Steady Lat 32-8 Long 26-6
- 59 8 Light - Breeze & fine weather
 wind N.W. Baro 30-1. Bark started
 South. Ship ahead going with us
 Lat 29-01
 Long 24-22
- 60 9 Light - N.W. breeze & fine weather Baro
 30-2. passed the ship going with us. She
 had double top & 2 yards & no Royals
 two Barks in company to day
 Lat 27-6 Long 23-31
- 61 10 Light - air & fine weather Signalized Br. St.
 "Oranger" 53. days from Pisagua for
 Salamantha.
 Lat 26-6,
 Long 24-00

- Feb 11 Light - air & fine weather Lat 24-41
 Long 23-24
- 63- 12 Light - air & Calm Lat 23-43 Long 23-40
- 64- 13 Light - air & Calm Lat 23-3 Long 23-44
- 65- 14 Beginning 2 thirds of the S.E. Trade
 Lat 21-13 Long 24-36
- 66 15 Fresh Breeze & fine weather
 Lat 18-58 Long 25-34
- 67 16 Strong Breeze from N.E. &
 Heavy rain at night Lat 17-04
 Long 26-50
- 68 17 Strong N & N.E. Breeze & fine
 weather. Lat 15-51. Long 30-11
- 69 18 Strong N & N.E. Breeze & fine weather
 Lat 14-13 Long 31-30
- 70 19 Wind N.W. & Squally. 4.P.M. were
 ship to the Eastward Lat 14-26
 Long 31-00
- 71 20 Light - Breeze & fine weather
 were ship to the N & Westward
 wind N.E. & N.E. & E
 Lat 12-48
 Long 31-18

Feb 21. Fine weather fresh breeze, ENE from
 Lat 10-04 Long 31-30

Mar 1910

73 22 Fresh ENE & ESE Breeze & fine
 weather Lat 6-33 Long 31-1

74 23 Fresh Breeze from ESE & fine weather
 Signalized two Steamers this AM
 one going North & Eastward the other
 South Eastward asked both to report
 we all well. Saw Ship Steamship
 Lat 2-03 Long 30-52

75 24 Light breeze from ENE & ESE &
 fine weather Lat 0-41 S Long 31-40

76 25 Same as yesterday Lat 1-6 N Long 32-35

77 26 Light northerly air & Showers Lat 1-56 N Long 33-2

78 27 Light air & Squally, heavy sea from the
 Northward for the last 3 days, Lat 3-36 Long 33-35

79 28 Fresh Breeze & Squally with rain
 Lat 4-18 Long 35-45

80 1 Strong Breeze & Squally with rain
 Lat 6-38 Long 38-48

81 2 Strong NNE & ESE wind & Squally with
 rain Skysails in, Lat 7-28 Long 41-57

82 3 Same as day before Lat 8-51 Long 43-28

83 4 Strong NE Breeze & Squally Lat 11-18 Long 48-21

84 5 More moderate wind ENE & fine weather
 Lat 13-22 Long 50-34

85 6 Strong NE Breeze & Squally
 Lat 15-50 Long 52-53

86 7 Same as day before
 Lat 18-46 Long 55-28

87 8 Strong Breeze & Heavy Squalls
 with rain also Heavy Sea, Rozals
 Sprunked & Cut in jib in Bar. 30.83
 Steady Lat 21-11 Long 58-43

88 9 More moderate, but Squally
 Lat 24-02 Long 61-14

89 10 First part moderate wind backing South
 early, latter part Strong SSW wind
 & Squally Rozals & Muzzon J. & Sail in
 Lat 26-38 Long 63-15

Mar First part fresh breeze SW. 9
 Heavy squalls with rain was
 90 11 hauling to the NW. Ship under
 Reefed topsails. Lat 28.39. Long 64-

91 12 Light SW & N. wind & squally
 Lat. 29-31 Long 63-12

92 13 Begins with fresh Gale from the SW
 6 P.M. terrific squalls with thunder
 & lightning. put ship under lower
 topsails & were around in
 starboard tack. Squalls blowing
 with hurricane force. Ends with
 Heavy NW Gale Bar 29.07.
 Lat-29-26 Long 63-19

93 14 Moderated 8. AM made sail
 wind west hauling southerly
 Lat 28-34 Long 64-15

94 15 Light southerly & NW wind
 Lat-29-23 Long 64-35

95 16 Fresh southerly breeze &
 fine weather Lat 30-29 Long 67-4
 Bar 30-3, going down

96 17 First part fresh Gale from SW
 2. AM wind hauled to the NE
 Ends calm Lat-32-8
 Long 69-25

97 18 wind NW. & NE, heavy & light-
 Lat-33-6 Long 68-38

98 19 Light weather all through
 Lat-33-33 Long 69-14

99 20 Heavy southerly Gale. in company
 with the Brig C.B. Lockheart-
 Lat-35-5-9
 Long 71-49

100 21 NW Gale Lat-37-23 Long 70-42

1 22 Heavy Gale from the NW Brig 30-4, spoke
 German Lt. "Roland" & asked him
 to Report us Lat-36-46 Long 70-12

2 23 Fresh WSW Breeze in company
 with the Brig Lockheart again
 Lat 38-34 Long 71.

3 24 all kinds of wind
 Lat 39-34 Long 73-5
 Arrived N.Y. the 26. March 1900

Sailed from S & for Hong Kong May 10 1900.

passed Sandy Hook - Light ship. at Noon wind light from the S.W. first 3 days out - wind light - going around the Cape & times. Averaged 4 1/2 knots per hour.

- May 16 Fresh westerly Breeze, & thick weather
 17 Light NW Breeze & fine weather Lat: 38-39 N
 Long 53-30 W
 18 Light Northwesterly Breeze Lat 37-58 Long 50-18
 19 Light SW wind fine weather. Partly clear from East - Lat: 36-39 N. Long 48-09 W
 20 Light Southerly Breeze & fine weather Lat 36-00 N Long 45-11 W
 21 Light Southeasterly Breeze & fine weather. Bore for the last 4 days 30.4 steady wind the same Lat 34-46 Long 42-38
 22 Very Light Southerly wind & fine weather. Last time Calm Lat: 33-38 Long 41-30
Began Caulking Top of After House
 23 Light air & Calm Lat 33-35 Long 41-28
 24 Light air from the Southward & fine. Bore St James in sight - Astern Lat 33-28 Long 40-30

Departed

15-25 Light SW air, Signalized Eng-Ship "Shells"
 77 days from Legation of London
 Lat 31-34 Long 39-45

- 16 26 Light air between S. & W SW. Bore "St James" in company. & 8 Harwood bounders Lat 32-8 Long 39-19
 17 27 First part light air from the Southward & 8. Sail in sight - bound too the NE. Bore St James still with us. Middle & latter part fresh W SW Breeze, Lat 30-03 Long 37-36 W
 18 28 Light SW wind Bore St James in company & a 3 Masted Schooner going in the Lat 28-12 Long 36-50 W
Began forward to Scrape the Yards
 19 29 Light air & Calm. The first part latter part Light Breeze from the South, "St James" in company. One ship bound Westward, & another Bore going with us Lat 27-5 Long 36-22 W
 20 30 Fresh SE Breeze & Squally, St James in sight. Astern Lat 24-58 Long 36-44
 21 31 Light SE Breeze & fine weather Lat 22-44 Long 36-34

Deep June

- 22 1 Light - S E Breeze & fine weather Sea Breeze
Bound to the westward Lat-21-2 Long 36-4
- 22 2 First part - fresh Breeze & Squally
later part; fine Lat-19-25 Long 35-54
- 23 3 Fresh S E & E Breeze & Squally with rain
Lat-17-17 Long 34-56
- 24 4 Sun on day before
Lat-15-6 Long 33-52
- 25 5 Light - Southerly Breeze & fine weather
Lat-13-15 Long 33-16 W
- 26 6 Fresh S E & E S E Breeze & fine weather
Signalized Br. Boat - "Aldergrove" asked
to be reported, finished Caulking
After House, was 14 days at - work.
also finished Scraping Sides
was 8. days at it.
Lat-11-4 N Long 32-14 - W
E/SE
- 27 7 Moderate Breeze & fine weather
Lat-9-43 N Long 29-58 W

Put on new wheel Ropes

- 28 8 Light - air & Calm Lat-8-47 Long 28-40 W
- 29 9 Calm Lat-8-22 N Long 28-01 W
- 30 10 Light - air & Calm Lat-7-36 N Long 27-30 W
asked German Steamer to report us. Ship
in sight standing to the S. W
- 31 11 Light - NE Breeze Lat-6-33 N Long 25-50 W
Began Caulking the Galley
- 32 12 Light - NE. first: Battering with rain
the latter part Lat-4-12.5 N Long 24-53
- 33 13 Calm, light - air all around
Rain.
- 34 14 Light - air & Calm Lat-5-22 N Long 23-50
- 35 15 Little better Breeze than the day before
most of the time from the S.W. Lat-4-24 Long 22-35
- 36 16 Fresh SW Breeze & Squally from near ship
to the S & westward, Lat-head 5 Miles
Lat-3-23 N Long 20-30 W
- 37 17 Fresh Southerly Breeze & Squally S.E. Trades
Lat-1-24 N Long 22-40 W

June 18, Strong

37-Days to the

June 18, Strong SSE wind & Squally "Equator"
Lat-1°09'S. Long 24°32'W

39 19 Strong SSE wind & Squally
Lat-4°-1'S Long 26°9'W

40 20 Wind & weather same as the 19th Low
homeward bounders. Split the Mizzon Lope
Sail & Lope Gullant Sail. Lat-6°51'S Long 27°39'W

41 21 Strong SSW Breeze & Squally with heavy Rain
One homeward bounder. Lat-9°45'S Long 29°09'W

42 22 Same wind & weather as the 21st. One homeward Bounder
Lat-11°58'S Long 30°30'W

43 23 Breeze lighter & weather finer. No Rain
Lat-14°-10'S Long 32°10'W

44 24 Wind hauling over Easterly. with Squalls
& Rain. Lat-16°-44'S Long 32°-57'W

45 25 light ENE Breeze & fine weather
Lat-19°00'S Long 32°55'W

46 26 First part light: Set up for Rigging
Middle & latter part Squally with
Rain & no obs,

Days out

47-27 Light Breeze from South & Westward. Some rain
Signalized. Lat. Borested Min W report us
Lat-20°45'S Long 32-40. W

48 28 light SSE Breeze & fine weather
Lat-22°21'S Long 33°36'W

49 29 Thick rainy weather wind SE. No Obs-

50 30 SE Gale with Thick rainy weather
Lat-25°-46'S Long 33°-58'W

July

51 1 Strong SE Gale & Squally with rain
Lat-26°-40'S Long 34°-43'W

52 2 Light air & calm Lat-26°54'S Long 34°-28'W
Ran off New Braces & New Gun

53 3 Same as yesterday Lat-27°35'S Long 33°-12'W

54 4 Fresh NW Breeze & fine weather
Lat-28°-39'S Long 30°-00'W

55 5 Fresh WSW Gale & Squally
Lat-29°-56'S Long 28°-56'W

56 6 Fresh WSW Gale & Squally
Lat-30°-57'S Long 21°-48'W

- July
 57 7 Fresh NW & WNW Breeze & some rain
 also Squally
 Lat 32° 31' S Long 18° 39' W
- 58 8 Fresh NW Gale & Squally
 Lat 33° 33' S Long 14° 44' W
- 59 9 Fresh NW Breeze changeable with Heavy Thunder & Lightning & Squalls
 Lat 34° 54' S Long 12° 16' W
- 60 10 Heavy Gale ^{WSW} & lots of Lightning. Bar. 29-5
 fearful Squalls, Lat 35° 30' Long 9° 3' W
- 61 11 Still blowing a Gale from the WSW & Heavy Squalls. Bar. Steady, 29-10. lots of lightning
 Lat 36° 19' Long 5° 4' W
- 62 12 Gale still on with heavy Squalls, Glass going up, wind hauling Southward
 Lat 37° 22' S Long 1° 26' W
 Glass 30.
- 63 13 Still more moderate. but still strong Squalls with rain. wind more southerly. Lat 38° 21' Long 2° 28' E
- 64 14 This day begins with moderate SW breeze & fine weather. Ends with NW Gale & thick weather. Reefed Top Sails Lat 39° 44' S Long 6° 15' E

- July
 65-15 Heavy WSW Gale with Hurricane Squalls
 Lat 39° 31' S Long 10° 22' E
- 66 16 Heavy NW Gale with heavy Squalls, & rain
 Ship running under Reefed Main Top Sail
 Glass 29-50. Lat 40° 20' S Long 13° 58' E
- 67 17 Heavy NW Gale with Hurricane Squalls, Ship Running under Two Lower Top Sails & Fore Sail
 lots of lightning
 Bar. 29. 60. Lat 40° 53' S Long 19° 28' E
- 68 18 This day begins with a heavy NW Gale & Squalls
 Ends with moderate breeze & Showers
 Bar. 30 up to 30-20 Lat 40° 23' Long 24° 1' E
 all sail set
- 69 19 Begins with light Northw. breeze & rainy weather
 5 P.M. Gulls dropped 2^{1/2} in 4 hours. 6 P.M. lots of lightning wind increasing began to shorten sail
 10 P.M. Ship under lower Fore & Main Top Sails & Fore Sail Running before a Hurricane
 Squalls from the NW. Shifting about 4 P.M.
 Lat 40° 32' S Long 27° 52' E
- 70 20 This day begins with hard NW Gale
 Ends with fresh NE wind. wind went round by the Southward Glass 30.3
 Lat 41° 4' S Long 30° 25' E

Lat = 41° 4' S
 when the clouds
 dropped quickly

68th July

71. 21. This day begins with a freshening & E breeze ends with a heavy NW gale & thick weather Baro - Steady at 30.01

Lat 42° - 00' S Long 34° - 30' E

72 22 Wind more moderate. 6 PM began to lighten over the whole sky & kept it up all night

Midnight wind jumped to the S.W. Bar rose 1st in 15 minutes, 2nd the wind headed back to NW Bar fell again, ship under low lower top sails. But got much wind, Baro Steady at 30.01 Lat 42° 30' S Long 36° 00' E DR

73 23 NW Gale Gale Thunder Lightning & rain Heavy Squalls Baro 29-4

Lat 42° 30' S Long 40° 00' E DR

74 24 Same Old Gale & heavy Sea Stormy up Lat 42° 41' S Long 40° 06' E

75 25 Wind went to SE. Then to SW gale rained all night ends clear with fresh SW breeze & cloudy Glass up to 30-58. Lat 42° 31' S Long 42° 34' E

76 26 Wind SW, & Squalls. Raining S.W. & S.W. ends with light NW wind & clear weather Baro 30-80. Lat 42° 25' S Long 45° 20' E

So dark - at night - impossible to see yard & sp. & light when lightening

July Days out -

77 27 Light NW breeze from weather Glass 30-75 Lat 42° 24' S Long 48° 10' E

78 28 Begins with fresh NW breeze from weather ends cloudy Glass 30-30. & dropping slowly Lat 42° 00' S DR Long 53° 31' E

79 29 This day begins with cloudy rainy weather wind backing S.W. & S.W. 10 AM in ship to the S & E & Eastern wind SE & rainy Glass 30-20 dropping No Obs

80 30 Fresh breeze NE & thick weather Midnight NW gale heavy rain Baro 30-20 Lat 42° 48' S Long 60° 27' E

81 31. Calm Baro 29-9. Lat 42° 45' S Long 61° 18' E Aug

82 1 This day begins with light NW breeze & rain all day 2nd. Ends with heavy westerly Gale, & Squalls. Low lower top sails & 2nd Baro 29-7 Rainy Lat 42° 38' S Long 66° 44' E

83 2 Heavy westerly Gale & fearful sea decks full of water Ship under Low & lower sails & 2nd Baro 30-, Lat 41° 31' S Long 70° 16' E

68

Days Aug

84

This day begins with moderate breeze from the NW
 Set main Staysail & PM Lark in staysail
 Ends with Gale from W & S & squally
 Ship under Reefed Top Sails Glass 30
 Lat-40°38' Long 74°34' E

85- 4 Blowing a Gale with Hurricane Squalls
 Ship under Low fore & main Sails & Fore Sails
 Baro 29-9 Lat-39°30' Long 78°40' E

86 5 This day begins with heavy SW Gale
 Ends calm Lat-38°42' Long 81°28' E
 Baro 30-6

87 6 This day begins calm, 2 PM light increase
 Breeze from the NW Baro falling all sail
 Set, Ends with fresh Gale Ship under Reefed
 Top Sails Baro 30-26, Lat-38°25' Long 84°52'

88 7 Begins with fresh NW Gale & thick raining
 weather Ends with strong SW wind & rain
 Baro rising up. No Obs Lat 38°24' Long 89°15'

89 8 First part southeasterly wind & rain latter
 part southeasterly wind & cloudy
 Baro 30-6 Lat-36°20' Long 91°31' E

Days Oct - Aug Baro 30-6 Lat-33°58' Long 92°21' E

90 9 Fresh SE & E Breeze & fine weather

91 10 First part fresh SE Breeze & fine middle part rain
 Ends with light NE Breeze & squally some rain
 Baro 30-30 Lat-32°20' Long 91°47' E

92 11 Rain Rain Rain wind NNE
 Baro 30-30

93 12 Fresh breeze from the North eastward
 & Rain Baro 30-30 Lat-32°30' Long 97°34' E

94 13 Fresh NNE breeze & fine weather
 Baro steady 30-30 Lat-32°46' Long 100°13' E

95 14 Fresh NE breeze & fine weather
 Baro steady 30-30 Lat-33°34' Long 102°43' E

96 15 Rain — — at the Baro 30-20. falling

97 16 Fresh SW breeze & fine weather
 All sail set Baro 30-30 Long 110°
 Lat-31°29' Long 108°17' E

- 98-17 First part fresh S.W. Breeze latter part - Calm
 Sun Shimmer Shining westward
 Baro 30-30, Lat-29°49' S Long 105°29' E
- 99 18 All kinds of weather Lat-29-20S Long 105-25
 Baro 30-1
- 100 19 Begins with strong N.W. wind Thick & squally
 Middle part blowing a S.W. Gale latter
 part fine weather all last Sat wind S.E.
 Baro 30-1. Lat-26°36' S Long 106°-23
- 101 20 Light S. & S.E. Breeze & Cloudy
 Baro 30-20 Shady Lat-24°18' S Long 104°-44
- 102 21 Fresh S.E. Breeze & Cloudy Baro Shady 30-30
 Lat-2°38' S Long 106°19' E
- 103 22 Fresh S.E. Breeze & heavy Squalls
 Baro Shady Lat-18°24' S Long 105°-21' E
- 104 23 Strong S.E. wind & heavy Squalls
 Baro Shady Lat-15°07' S Long 105°-27' E
- 105-24 Strong S.E. wind & fine weather
 Baro Shady 29-9. Lat-11°49' S Long 105°-27' E

- Aug 106 25. Thick weather, fresh ENE breeze Baro 29-90.
 Lat-OR 8°35' S Long 105°30' E
- 107 26 Begins with strong ESE breeze & cloudy weather
 soon clearing down weather looking bad but
 in all light - sails. 3 PM ship under lower tops
 sail, 8 PM was in the Southward. Thick rainy
 weather wind from all points of the compass
 with thunder & lightning all night - OR
 Baro 29-90. Lat-7°53' S Long 105°-4E
- 108 27 Wind all around the compass Thick-rainy
 weather with squalls Calms & light-buffeting
 air Baro 29.90 200 lbs
- 109 28 Light - Battering air / Made good head
 bearing N dist. about 40 miles
 Bar 29-90 Shady
- 110 29 Light - Battering air & Calms, Current - S -
 in 20 miles this 24 hours about - ESE
 at noon Cape Jungion S.W. Baro
 N by W dist 14 miles Glass Shady
- 111 30 Thunder Lightning Rain & Gale of wind
 short off under lower sails. Now back =
 to same position as yesterday &
 I think our self was back =

Aug

Day out - Another day of all kinds of weather & night of lightning & rain

- 112 3) Ship started to the Southwest under top & sail
 ran calm from head bearing NE $2\frac{1}{2}$ E $4\frac{1}{2}$ S
 Dist 16 miles Bora steady

113

- 113 1 Another day & night of head wind
 & calm with thunder & lightning

- 114 2 All day light - air & calm at night - fearful
 thunder & lightning with a deluge
 of rain. Such lightning I never saw
 before. Interwoven interlaced, & light
 knots.

- 115 3 Another calm day & night, some lightning
 or thunder

- 116 4 Passed in the Straits of Sunda (P.M.)
 off South Point - becalmed

- 117 5 Off North Island Bealmed.

- 118 6 All kinds of weather for 24 hours. None
 off North Island - from morning & fair wind
 coming into the Straits with 4 ships
 & we had the lot -

Day out - Aug
 119

- 7 Fine weather light - Southerly Breeze passing
 through Caspar Strait

- 120 8 Begins & ends from S. R. M. off Caspar
 Island. had a shift of wind to the N with
 rain for about 30 minutes. then wind came
 strong again from the Southward

- 121 9 Fine weather & good Breeze from
 the Southward. Passed St. Julian
 at 10 A.M. Dist 1 mile

- 122 10 Fine weather passed Saddle Island 3 P.M.
 Bora steady wind South & light

- 123 11 Wind South very light - weather fine
 Lat - 4 - 5 N Long 107 - 5 E Glass steady

- 124 12 Wind & weather same as yesterday
 Lat - 5 - 16 - Long 107 - 32 Glass steady

- 125 13 No change in wind or weather
 Lat - 6 - 14 N Long 107 - 00 E

Days Sept -
out - Sept -

- 126 14 Fresh Squall last night wind WNW
dry with fine weather
Lat-7-22N Long 108-58
- 127 15 Fresh SW Breeze & Cloudy
Lat-8-54 Long 109-39
- 128 16 Fresh Southerly & S Westley Breeze
this 24 hours. Strong Current - setting
Eastward. Ship course was NNE in
174 miles the wind NE & N did - 200
Lat-11-37 Long 111-32 E
- 129 17 Shift & rainy wind SW & Squally
Glass dropping. Strong Easterly
current. Set Ship 46 miles Eastward
Lat-13-27 N Long 113-27 E
- 130 18 Wind W. WNW. & NW heavy rain
& Squally until midnight. from
thence fine weather light NW Breeze
No Current. Lat-14-46N Long 114-19 E
- Bart, For the last three days has
rained longer than usual. about 1-2 feet
& the weather has been more unsettled
with squalls & rain from the westward

- 131 19 light N & NW air & calm
Bar 29.80 Lat-16-32 Long 116-17
No current
- 132 20 Calm Calm Breeze Slight
Lat-15-44 N Long 116-27 E
- 133 21 Calm Calm & Heat -
Lat-16-00 N Long 116-24 E
- 134 22 light air & Calm Heat - 50 M
Bart J. Watkins fell from Iron Royal Gun
& was killed. Bart's No Neck - Left Leg
& Left Arm was buried at 4 PM
Lat-16-20 N Long 115-31 E
- 135 23 All around the Camp with light
showers Lat-17-06 N Long 115-48 E
- 135 24 Fresh Breeze from NNE to NE &
Squally Lat-18-06 Long 115-40 E

73 Sept-

136-25 Strong NE & ENE Breeze
Squally Lat-20-10 N Long 114-20 E

137 26 Light E & NNE Breeze & Sun
lots of Chin Quits. & Lix Shams
last night & this AM. Lat-20-40 N Long 114-20 E

138 27 First part of Thun 24 Heavy light
NE & NNE Breeze latter part fresh
North Gale Lat-19-47 N Long 116-13 E

139 28 This day begins with strong Breeze from
Northeastward, & ends with heavy rain
& Rain from Sun quarter Squalls
come with Sphron face. Ship under
full sail Lat-AR 19-50 N Long 115-50

140 29 This day begins & ends with a
Heavy NE Gale, & Surge of rain
at 10 PM

141 30 Heavy NE Gale & Rain
Lat-19-52 N Long 113-52 E
asked Stunner Bunker North
to Report us

Oct-
142 1 Still Blowing NE & ENE Gale
with Heavy Squalls & rain
Lat-18-57 N Long 114-34 E

73

143 2 Another day Wind NNE & NE Howling Heavy
with Squalls & rain no 114 1

144 3 Heavy Squalls & rain in the first latter
part wind wanted to the Eastward
wee ship to the North, Lat-18-46 N Long 115-24

145 4 Another day of ENE & E Gale & Squally
fair sun for the Lat-20-41 N Long 115-34
last 10 days

146 5 Fine weather Sea better wind ENE
Lat-21-28 N Long 115-10 E

6 Arrived in Hong Kong 9-AM

Oct 8 Lay day for discharging begin
Hong Kong 1900

1900 Dec 15 Sailed from Hong Kong for N 4 PM
Cap Rock Light. There E Dist 5 miles
fresh NE Breeze & Harz

16. Same kind of weather all the
wind we wanted for Sun & rain
Squallars Sails

- Dec 17 Fresh Breeze & overcast - wind NNE
 dup 04 Lat - 15° 41' S Long 112° 52' E
- 3 18 Fresh NNE Breeze & fine weather. Lat - 12° 38' S
 Long 111° 17' E
- 4 19 Same as yesterday except lightning Lat - 10° 40' S
 Long 110° 25' E
- 5 20 Fine weather wind NNE Lat - 6° 52' N
 Long 108° 33' E
- 6 21 Same kind of weather strong westerly current
 Lat - 4° 33' S Long 106° 25' E
- 7 22 Fresh NNE breeze & squall in first part - latter part
 light breeze & fine 11 A.M. made Camel Hump
 Bearing S. E. dist 20 miles Saddle Isl in sight
 3-15 P.M. St. Julian in sight Bearing S. dist 30 miles
- 8 23 Showery with light squalls made St. Barthe
 Bearing 5 A.M. Bearing ENE. dist about 10 miles
 8 A.M. bore N. Shaped course to go
 Quimper Island
- 9 24 Light northerly wind & fine weather made
 Luper Bearing S. W. dist 35 miles passed
 through Mucclafields Channel at 5 P.M.
 Fitzgerald layed up with Venereal
 disease

- Dec 25 Begins fine Middle part rain Thunder & lightning
 10 Can see South Light in Mucclafields Channel
 12 miles at the same time can see
 the water Island Light after clearing
 straits had buffeting wind Thunder & rain
 were ship & Linn
- 11 26 Had all kinds of weather. passed Sunda Strait
 at midnight. Blowing heavy from the NW
 with heavy Thunder & lightning &
 torrents of rain
- 12 27 Thick rainy weather with heavy squalls
 Thunder & lightning & plenty of
 buffeting winds
- 13 28 Light buffeting air & cloudy No obs
- 14 29 Light W breeze & fine weather Lat 8° 34' S
 Long 103° 12' E
- 15 30 Light ENE. came around with squalls
 & rain. Lat - 10° 19' S Long 102° 29' E
- 16 31 Fresh ESE Breeze & fine weather
 got up St. Cable & began clearing it
 Lat - 11° 30' S
 Long 99° 33' E

Jan 75

1901
daypart

- 17 1 Fresh S E Trades & fine weather Lat-13-20 S
Long 96-9 E
- 18 2 Same wind & weather all day Lat-16-05 S
Long 92-19 E
- 19 3 Same kind of weather all day Lat-16-33 S
Long 89-21 E
- 20 4 No change in wind or weather Lat-17-50 S
Long 85-49 E
- 21 5 Wind more Easterly lighter & showery Lat-18-47 S
Long 83-37 E
- 22 6 Same weather all day Lat-19-42 S
Long 80-54 E
- 23 7 Wind & weather unchanged Lat-20-24 S
Long 78-32 E
- 24 8 All the same Lat-21-20 S Long 76-29 E
- 25 9 Light E by N Breeze & fine Lat-21-31 S Long 74-23 E
- 26 10 Same weather & wind very heavy swell from the N Lat-21-38 S Long 71-4 E
- 27 11 Same as yesterday though swell not so heavy Lat-21-45 S Long 69-4 E
- 28 12 Light showery in the afternoon at night the wind hauled North by & brought up fresh Lat-21-44 S Long 65-33 E

Storm

Jan 1901

75

- 29 12 Strong NNE wind & overcast - very heavy weather. Small light sails furled Lat-22-31 S
Long 61-03 E
- 30 14 Heavy N E Gale & heavy sea Ship running under two lower topsails Bar. 29-90 falling Lat-23-52 S Long 51-44 E
- 31 15 Begins with heavy Gale & rainy midnight wind shifted from N E to N. in a terrific squall were ship & both in lower fore top sail, hove to on Port tack under lower main top sail. Moderated in short time 7 A.M. wore ship to the westward & made sail Bar 29.80 the lowest for two days we have had this rainy weather & Hurricane squalls from the N E, Lat-24-57 S Long 56-15 E
- 32 16 Light from the W & W some rain were ship to the N & westward at 8 A.M. Lat-25-52 S
Long 58-50 E
- 33 17 Calm Calm Calm Calm
- 34 18 This day begins with fine weather & calm ends with this rainy weather & light breeze from the E N E No Op

77 Feb
Sund. 1

Bard-20
Shady

49

1 Begins with increasing SE breeze & hazy
Eastward midnight: wind East. 2 AM strong
Breeze N. 11 AM wind shifted to SE in
a squall. Breeze going with us
Shiny weather. Current Lat-36-22 1/2 44

Bard 20
Shady

50

2 Light-SE Breeze first part. Middle & latter Calm.
Bard 20 & Shady Lat-35-57 Long 21-40

Bard 20
Shady

51

3 This day begins with a light-Southerly wind hazy
to the westward 8 PM wind WSW with ship
ends with heavy NW Gale ship under
lower main top sail Lat-36-27 Long 20-31 E

Bard 20
Shady

52

4 This day begins with heavy NW Gale ship
under lower main top sail, 6 AM wind ship
with Northwesterly. Ends with light westerly
Breeze & fine Lat-36-43 Long 20-13

Bard 20
Shady

53

5 Fresh southerly Breeze with heavy squalls
Bard, 20, 2. Shady Lat-38-30 Long 17-17 E

6 Fresh S westerly wind & fine weather
Lat-33-31 Long 13-49 E

Feb

Bard Study at 30. 2

77

54 = 7 Light-W & W Breeze from weather Lat-31-33 Long 11-18.
Began sailing down

55 8 This day begins with a light-W & W Breeze & fine weather
& ends the same Lat-29-51 S Long 9-10 E

56 9 Light-Southwesterly & southeasterly and main top sail
yard ship in company Lat-28-19 S Long 7-30 E

57 10 Wind & weather same as the 9th. Signalled for
Ship "Guardian" from Bantick. for Bremen
Lat-27-10 S Long 6-30 E

58 11 Light-Breeze coming from SE to SW "Guardian" still
with us Lat-26-02 S Long 4-46 E

59 12 Light-Southerly & easterly Breeze first of the SE
trades, Breeze in sight. Bearing W by N 1/2 N
Lat-24-20 S Long 3-00 E

60 13 Same wind & weather as the 12th. Began
cleaning ship, Breeze to the eastward of us
Lat-23-05 S Long 0-58 E

61 14 Fresh SE Breeze & fine weather. Breeze
gone east of us. Began painting in
the Cabin. in my Room Lat-21-27-1-8 W

62 15 Wind & weather same as yesterday
Lat-19-48 S Long 3-22 W

78 Feb

63 - 16 This day begins with fine weather & good Trade. Middle part
Same. Still at work cleaning Ship.
Ends with fine breeze & cloudy Lat-18-13 Long 3-33

Sunday

64 17 Begins fine Middle lots of rain, good Breeze
Ends fine. Lat-16-48 S Long 7-40

65 18 This day begins with fine weather & light Trade
Caught an "Skip Jack." Day ends as it began
Lat-15-12 S Long 10-4 W

66 19 Begins cloudy middle part rain showers
began painting Ship. Ends cloudy no
weather for painting Lat-13-36 S Long 12-22 W

67 20 Fine weather & light Breeze all through
Begin painting ship Lat-12-54 S Long 14-08 W

68 21 Begins fine Breeze standing to the Southward
on Port-Lack. (light) Ends the same as it began
Lat-11-49 S Long 16-5 West

69 22 Same as the 21. Lat-11-04 S Long 18-40 W

70 23 Begins with fine weather Middle part light Showers
Paint Most of the painting done Ends fine
Lat-10-35 S Long 20-32 West

71 24 Fine weather all through Lat-8-53 S Long 22-41 W

78

Feb. 25 Light Trade & fine weather Lat-8-01 S Long 24-12 W
was 14 days cleaning Cabin & painting
cont. all the night except sleeping
73 26 Same weather light Trade Lat-7-01 S Long 26-22 W

74 27 Same as the 26 Lat-6-00 S Long 28-18 W

75 28 Same as the 27 Lat-5-12 S Long 29-41 W

Mus 1. *Begin Blacking* *Boat*

76 1 all the same Lat-4-26 S Long 31-39 W

77 2 Begins fine 4 PM made Fernando Noronha
bearing 28 W by N Dist. about 30 miles the Boat
looked like a ship with square yards
going with us, from 4 PM to 8 PM
rain, Ends fine light air. S E
Lat-3-02 S Long 32-35 W

78 3 Light variable air & some showers Ends
with light Breeze S. Lat-1-56 S Long 33-35 W

79 4 Light air & calm with squalls
Lat-1-75 S Long 34-40 W

80 5 Same as the 4 Lat-34 S Long 35-20

81 6 Light air Showers & Squalls from all points
Lat-1-14 S Long 36-19 W

- 82 7 Light air & Calms, with Showers Began
 83 8 Light air from the N.E. Lat-1-21' N Long 38-35' W
 84 9 Light Breeze Calms Showers & Squalls from S
 do N.E. looks now like N.E. Trades
 85 10 Same as the 9th with Drizzle of Rain
 Lat-3-58' N Long 39-59' W
 86 11 Same old time, Lat-4-5' N Long 40-00
 87 12 Like yesterday Lat-5-4' N Long 40-35
 88 13 Fresh Breeze from NE to ENE Heavy Squalls
 & lots of Rain Lat-6-46' N Long 43-18
 89 14 Fresh NE Trades & Heavy Squalls
 with rain Lat-9-01' N Long 46-41' W
 90 15 Good NE Trades & Squally
 all sail set Lat-11-29' N Long 49-38' W
 91 16 Fresh Trades & fine weather
 Lat-14-12' N Long 52-36' W

- 92 17 Trade Sum what lighter, but good
 Lat-16-39' N Long 54-52' W
 93 18 Chewing up & setting sky sails, over 2 hours
 Squally with some Rain Middle part wind
 S.E., ends with fresh N.E. Breeze Lat-18-39' N Long 56-32
 94 19 Fresh NE Breeze & fine latter part heavy
 Sea from the Northward Lat-20-43' N Long 59-15
 95 20 This day begins Squally, 5 P.M. took in Royals
 8 P.M. took in Top gallant sail (crossed) and
 jib & upper Mizzen top sail, Heavy Squall
 & rain, blowing half a gale. N.E. & N.N.E. 8-30
 took fore sail & main top mast stay sail
 Ends with fresh Gale & Squally
 Glass 30-3, & cloudy bar down 30-2
 & 30-3 for the last 4 days.
 Lat-22-47' N Long 61-45' W
 96 21 Begins with fresh Gale & Squally, 5 A.M. began to
 moderate. Made sail. Ends with fresh ENE breeze
 & fine weather all sail set. Glass 30-4, Shady
 Lat-25-19' N Long 63-48' W
 97 22 Fresh NE Breeze hauling Eastward, moderate
 sailing. Ends with light SE Breeze &
 Cloudy. Glass 30-3, & Shady
 Lat-28-6' N Long 65-26' W

98-23 Fresh SW Breeze & Rainy 10:30 P M
wind shifted West to NW
Ends with fresh NE Breeze
Glass 30-3, & Steady Lat-29-9. Long 66-53W

99 24 Fresh NE & ENE Ends with light
Southerly wind Glass 30-3 & Steady
Lat-30-33N Long 68-38W

100 25 Very light Southerly Breeze & Calm
Glass Steady 30-3, Lat-31-46N Long 69-21W

1 26 Fresh Southerly & westerly wind &
thick weather same rain Glass 30-1
Droppings Lat-33-55N Long 71-18W

2 27 Strong SW wind & thick weather, Morning
blowing a Gale. Ship under Lower Main Top
5 PM more moderate Set Lower Top
Glass down to 29-6
Lat-36-14N Long 71-57W

3 28 Strong NW Gale & Cloudy Spoke the
Spanish Str. "Ollorcan" asked him
to report us. He blew his whistle &
displayed his flag
Lat-36-45N Long 70-54W
Glass 29-7, & Steady

MW
4 29 Heavy NW Gale with Snow Hail
Rain & throughout & Heavy Squalls
Ship under Lower Main Top Sail only
Glass 29.7, & unsteady
St. "Drenea" Lat-37-21N Long 69-28W

5 30 Wind & weather same as 1st 29. Ship
still under Lower Main Top Sail Glass 29.8
unsteady Lat-37-33N Long 68-10W

6 31 A little more moderate Ship still under
Lower Main Top Sail Glass 29.8 & dropping
Wind NW. Sea going down. Caught
32. fine fish. Lat-37-38N Long 66-16W

Spent

7 1 Gale heavier than ever 6 PM more
Ship lost the mainmast 8 PM Gale
increasing & terrific Squalls Glass 29-4
& falling. Ship still under Lower Main Top
Lat-37-14N Long 66-18W

8 2 This day begins with heavy Gale &
Heavy Sea. 6 AM began to moderate
7 AM Set 7 & Miz Lower Top Sails
8 AM Set Fore Sail Main S. & Press
jacks. Glass going up
Lat-36-16N Long 66-00W

3 Begins with fresh Breeze from the Northward
hauling Easterly Middle part very light.
latter part - Strong S.E. wind thick &
Squally after setting all sail, Ship under
under Top Sails & Courses. Bar. 29.8 falling
Lat 37°-45' N Long 68°-21' W at 12

110 4 This Day begins with fresh Gale & heavy
Squalls with rain. Middle part - light
Gale, Ship under two masts & fore
Main Top Sail. Ends with all kinds
of weather Bar. 29.6 & 29.5 steady
(fair full sea) Lat 38°-00' N Long 68°-08' W

111 5 Gale Gale NW, SW, SE, NE
& all around. Rain, Hail &c.
Ends with light NW & N. Breeze
Glass going up. Lat 38-5; Long 67-2
70. miles Easterly current

112 6 All kinds of weather. Bar 29-95 dropping
Lat 37°-16' N Long 67°-26' W

113 7 This Day begins with light SW Breeze all sail
Set. 6. P.M. Heavy SW Gale & Ship under two
former Top Sail Blowing in Squalls in Hurricane
force with torrents of rain Glass 29-4
Lat 38-4.8 Long 69-17' W

114 8. Begins with fresh Easterly Gale & with Sun
kind of weather, Glass 29.5. No Obs. Lat 40-30' N
Long 70°-17' W

115 9. Light NW & Westerly Wind
Lat 39°-57' Long 70-55

116 10 Fresh Northerly wind with rain & cold
weather
Lat 39°-50' Long 73.00

117 11 NW Wind Strong Southerly Current
8. P.M. Made Barnegat Light - Bearing N by
W also see Absecon & New Inlet -
lights were ship to the Eastward.

118 12. Wind all around to compass
& P.M. Made Barnegat. Bearing
S by W. was ship 2. Points in lat

June 15, 1901. Sailed from Norfolk, for Honolulu
first - with out fresh too strong
Easterly Gale with thick rainy weather. Sailed in Company
with ship "Roanoke"

Day out

6 21 Fine weather Wind SSE. Asked Steamer bound
westward to report us

7 22 Strong Breeze from the Southward
Buster #12 Gull. Sail fine Top Sails & M R

11. 26 Last - Four days four months light
the strong breeze from the South

13 28. Southwesterly breeze from
signaled steamer "Ashfield" (Eng)
asked him to report us
Lat-37-27 Long 47-46
Lat-36-27 Long 42-50

17 2 July
Last - Four days, light Southwesterly
& Easterly winds & Calms, July
1.6 PM civil time. Spoke Eng
steamer "Baltimore" asked her to report
us, all hands employed Lat-34-16 Long 39.10
Shrouding over the Coal.

22 7 Wind for the last 5 days very light -
from the South & Eastward & many
times calm Lat-30.6 N
Long 38.26 W

8 32 Kinds Heavy Swims
Temp in Mizzen Mast-88° in Main 86° in Fore 88°
23 " Light - ENE wind & fine weather
Lat-28-12 N Long 37-00 W

25 10 Strong NE Trades & squalls
Lat-28-29 Long 33-50 W

32 17 Light air & Calms, Temp of Masts 88°

33-18 Light - Easterly air & Calms one four masts
in company Lat-8-46 N Long 25-53 W

47 10 Last - 14 days fresh to light -
South & Southwesterly winds
Crossed the Equator in 26 mts
& 6 days out - wind S by E, & light
Temp of Masts Mizzen 92°
Main 88° Fore 91°

12. Since leaving Norfolk have done but little except
Shovel over the Coal. have taken about 200
up from fore hold Temp 106°. Think now
Cargo is all right - but been to hot for
Carpenter. Lat-25-21 N Long 40.27 W

Sept

77 11 Crossed 30. South in Long 64 W. passed
Cape St John's the 2. at noon in
company with fine other vessels
weather fine for the last 4 days
Bar. 29° 2. wind WNW to NE
back and fourth, Bar. very steady
3 Clear Sun Sets. nights very fine
with heavy dew. Bar now
up to 29.4. highest. it has been
for a week.
(Coal seems to be all right.)

1902

Nov 24, " Arrived in Montevideo.

Dec 23. Took out Rudder, & sent it on shore

1. 1. Nov 25. Sixty "Pomarine" obtained at Montevideo.

91 Aug.

1893. wanted in S. L. for Ship "B F Packard"

6 Fathoms $2\frac{3}{4}$ inch wire for Son Lope Gallant Ship
6 " " 2 " " " " Sky Sail " "

91

Port Costa Nov 26 1893 Ship Benj F Packard
Draft of water. with 2227 Long Tons ^{2227 Long Tons} 2430 Short Tons ^{2227 Long Tons} 22-6-20-6

